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Propulsion and Airframe Aerodynamic Interactions of Supersonic V/STOL Configurations

Volume I: Wind Tunnel Test Pressure Data Report

D.E. Zilz
P.A. Devereaux

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Propulsion and Airframe Aerodynamic Interactions of Supersonic V/STOL Configurations

Volume I: Wind Tunnel Test Pressure Data Report

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National Aeronautics and
Space Administration

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FOREWORD

This report was prepared by McDonnell Aircraft Company (MCAIR), a component of McDonnell Douglas Corporation, St. Louis, Missouri, for the National Aeronautics and Space Administration, Ames Research Center. The study was performed under NASA Contract NAS2-10791, "Propulsion and Airframe Aerodynamic Interactions of Supersonic V/STOL Configurations". The work was performed from October 1980 through September 1985 with R. O. Bailey as the NASA ARC Technical Representative. The program was accomplished under the direction of P. E. Hiley, Program Manager and H. W. Wallace, Technical Study Manager.

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Special acknowledgements are also due K. H. Token and D. W. Esker of MCAIR (Propulsion and Thermodynamics), who, in their supervisory positions, have made valuable contributions to the program and this report.

This report was submitted in four volumes by the authors in September 1985.

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LIST OF ILLUSTRATIONS

LIST OF ILLUSTRATIONS (Concluded)

LIST OF ABBREVIATIONS AND SYMBOLS

Symbol	Definition
A/B	Afterburing power setting on nozzle
Ac	Inlet capture area ($35.23cm^2$)
Ao	Total inlet captured stream tube area (cm^2)
ALBEN	Aerodynamically Load Balanced Exhaust Nozzle
ALPHA, ALPHAM	Model angle of attack (Deg)
b_c	Model canard span (52.49cm)
b_w	Model wing span (130.30cm)
B.L.	Model butt line
$\bar{c}_c$	Mean aerodynamic canard chord (19.60cm)
$\bar{c}_w$	Mean aerodynamic wing chord (41.70cm)
C_p	Pressure coefficient $[(P_L-Po)/Qo]$
CMAPS	Compact Multimission Aircraft Propulsion Simulator
DELCR	Right hand canard deflection angle, positive leading edge up (Deg)
DELCL	Left hand canard deflection angle, positive leading edge up (Deg)
DF1R	Total pressure distortion parameter at right hand compressore face, $[(P_{T_{max}} - P_{T_{min}})/P_{T_2}]$
Dry	Dry power setting on nozzle
ES	Engine station
F/T, FT	Flow-Through test mode
FS	Fuselage Station
J/E, JE	Jet-Effects test mode
Mach, M	Free stream Mach number
MCAIR	McDonnell Aircraft Company

LIST OF ABBREVIATIONS AND SYMBOLS (CONTINUED)

Symbol	Definition
MFR, MFRA	Average of left and right Inlet Mass Flow Ratios based on calibration correlated to CMAPS turbine exit pressure for Simulator Mode or at nozzle exit chokes for Flow-Through Mode, [A^{o}/Ac]
MS	Model Station
NPR, NPRA	Average of left and right Nozzle Pressure Ratios [P_{T_J}/Po]
P, Po	Free Stream static pressure
P_L	Local Static Pressure
P_T, P_{T_o}	Free stream total pressure
P_{T_2}	Average total pressure at compressor face, left or right
$P_{T_{max}}$	Maximum value of total pressure of compressor face
$P_{T_{min}}$	Minimum value of total pressure at compressor face
P_{T_J}	Total pressure of jet exhaust at nozzle exit
Q, Qo	Free stream dynamic pressure
R____	"R" preceeding any parameter indicates Reference value for all points in a given run; usually the value measured at $\alpha = 0°$
REC1R	Total pressure recovery at right hand compressor face, [P_{T_2}/P_{T_o}]
SIM	Simulator test mode
WL	Model water line
α	ALPHA
δ_c	DELCR or DELCL
δ_f	Wing flap deflection angle, positive trailing edge down (Deg)
δ_n	Nozzle thrust vectoring angle, positive trailing edge down (Deg)

SUMMARY

A wind tunnel model of a supersonic V/STOL fighter configuration has been tested to measure the aerodynamic interaction effects which can result from geometrically close-coupled propulsion system/airframe components. The approach was to configure the model to represent two different test techniques. One was a conventional test technique composed of two test modes. In the Flow-Through mode, absolute configuration aerodynamics are measured, including inlet/airframe interactions. In the Jet-Effects mode, incremental nozzle/airframe interactions are measured. The other test technique is a propulsion simulator approach, where a sub-scale, externally powered engine is mounted in the model. This allows proper measurement of inlet/airframe and nozzle/airframe interactions simultaneously.

Comparison of the measured aerodynamic characteristics between the two test techniques is a direct indication of the extent to which inlet and nozzle flowfields are coupled together. If significant coupling does exist, there will be disagreement between the two data sets. The simulator test technique may then be required in the future to properly measure the aerodynamic characteristics of compact fighter configurations.

Measurement of these propulsion/airframe interaction effects was carried out in a three phase experimental program, sponsored by the NASA Ames Research Center. Conceptual model design was accomplished in Phase 1, detailed model design and fabrication in Phase 2, and high speed testing in Phase 3.

The aerodynamic configuration tested was a canard/wing concept designed for high transonic maneuverability, employing non-axisymmetric, vectorable exhaust nozzles located near the wing trailing edge.

The overall character of the aerodynamic flowfield, including the interactions due to inlet/nozzle coupling, were quantified by comparing force balance data between the different test modes, and by comparing static pressure distributions over the entire model surface. The purpose of this Volume I report is to document the pressure data in detail. The Volume II report documents the basic force and moment data, Reference 1. All of the analysis for both pressure and force and moment data is presented in the Volume III Test Analysis Report, Reference 2.

The static pressure data contained herein is based on measurements made with 145 surface taps located on the wings, fuselage, nacelles and nozzles The compressor face pressure characteristics are based on 25 total pressure probes in each inlet.

1. INTRODUCTION

Many of the configurations proposed for advanced supersonic V/STOL aircraft are very compact in nature. This results primarily from the design goal to minimize control forces and forward lift engine size by concentrating the major components of the aircraft near the center of gravity. Integration of the propulsion system with the airframe for these configurations can result in potentially significant aerodynamic flowfield interactions. These interactions may arise from geometrically close-coupled inlet/nozzle arrangements arising from minimum length nacelles. The problem can be further complicated if the configuration includes movable canards and vectorable nozzles located near the wing.

The data obtained with conventional wind tunnel test techniques can be questionable in the presence of large flowfield interactions, since these techniques cannot achieve simultaneous simulation of all of the flowfields involved. Proper simulation can be achieved with the compact Multi-Mission Aircraft Propulsion Simulator (CMAPS), developed by the Air Force Aeropropulsion Laboratory (AFAPL), Reference 3. The CMAPS, Figure 1-1, is a miniature, low bypass ratio turbofan engine powered by a high pressure air turbine.

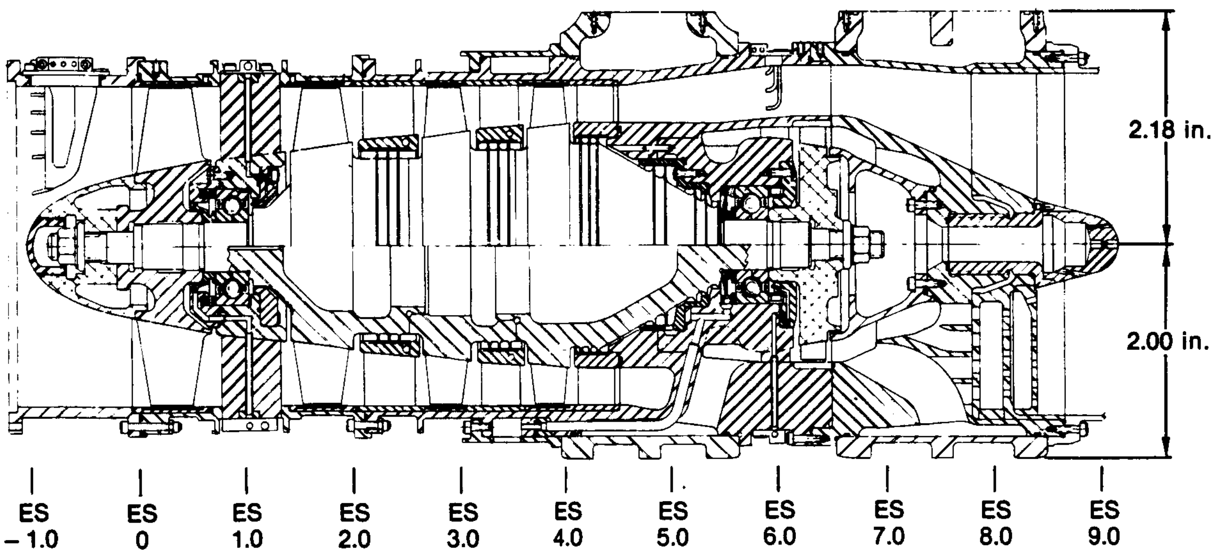


Figure 1-1. Compact Multimission Aircraft Propulsion Simulator (CMAPS)

The most beneficial application of the CMAPS will obviously be on those aircraft that have potentially large flowfield interactions between the inlet, nozzle, and airframe. Since testing a CMAPS equipped model may be more complex than testing a conventional model (Flow-Through and Jet-Effects), the need to identify the types of configurations which require CMAPS evaluation is critical. An aerodynamically close-coupled V/STOL configuration represents an effective means of evaluating the requirement for simultaneous inlet and exhaust nozzle flow simulation, and thus the potential need for the CMAPS testing technique.

Based on the foregoing considerations, a three phase NASA program was initiated in October, 1980 to measure airframe/propulsion system interactions of close-coupled supersonic V/STOL configurations. Both propulsion simulator and conventional model techniques were used. An equally important objective was to continue development of installation and test techniques for wind tunnel models equipped with propulsion simulators. This program represented the first time that twin CMAPS had been tested in a wind tunnel model of a full configuration aircraft. Previous programs have tested only single simulators in simple body/nacelle models, Reference 4.

The approach to accomplish these objectives was to design, fabricate, and test two model configurations characterized by close-coupled airframe/propulsion arrangements, each in simulator and conventional test modes. Key characteristics of the two test configurations are shown in Figure 1-2. The external airframe components of the basic model were provided by the Air Force. This basic configuration was developed under prime contract to the Air Force Wright Aeronautical Laboratories (AFWAL) by MCAIR in the Advanced Nozzle Concepts (ANC) program, Reference 5. The alternate configuration is a derivative of the basic configuration with the inlet/nozzle length shortened and the canard removed. At this time, only the basic configuration has been tested. However, the hardware has been fabricated to model the alternate configuration.

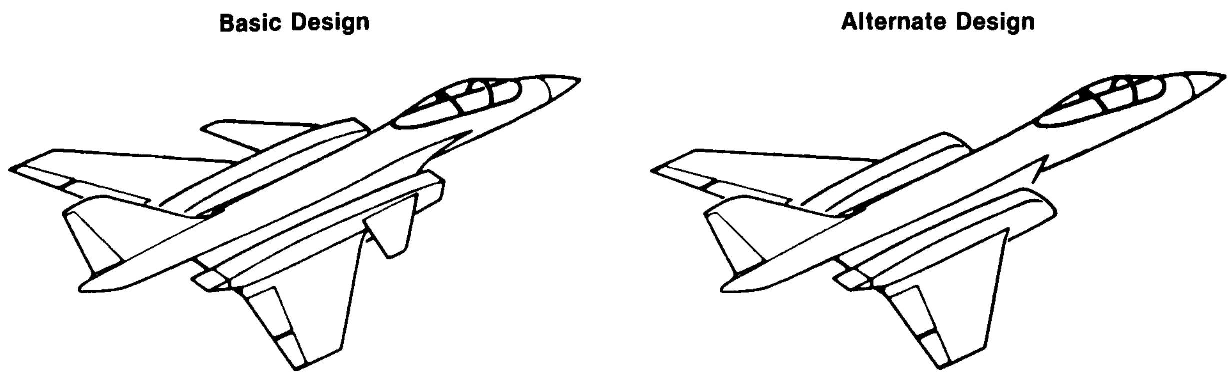


Figure 1-2. Aerodynamic Characteristics of Study Concepts

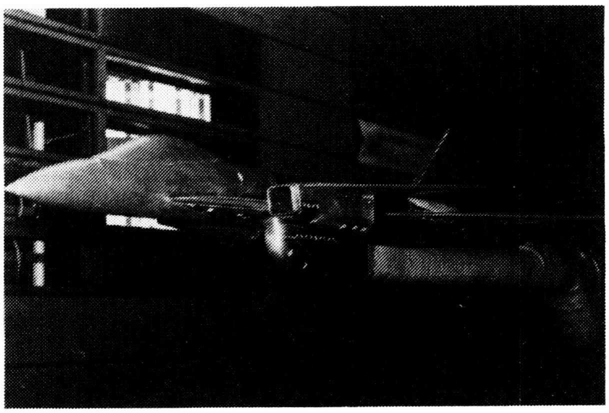
Conceptual design of the test model was completed in Phase 1 during the first seven months of the program, Reference 6. Detailed design and model fabrication were accomplished in Phase 2, as reported in Reference 7.

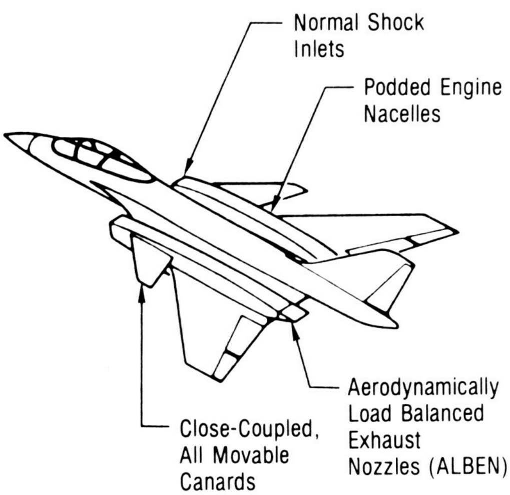
The results of the Phase 3 wind tunnel tests and analysis are presented in a series of four NASA Contractor Reports (CRs). The pressure data is reported in this Volume I of the Wind Tunnel Data Report. The force and moment data and data reduction procedures are reported in Volume II, (Reference 1). The detailed data analysis and executive summary are presented in the Test Analysis Report and Final Report respectively (References 2 and 8).

The following sections include a description of the test article and the pressure instrumentation. The pressure data is presented graphically in Appendix A of this volume.

2. TEST ARTICLE DESCRIPTION

The test vehicle was a 9.62% scale model of a supersonic V/STOL aircraft with twin, podded engine nacelles. The nacelles incorporated normal shock inlets and vectorable Aerodynamically Load Balanced Exhaust Nozzles (ALBENs), designed by General Electric. The model installed in the NASA-Ames 11x11-ft transonic wind tunnel is shown in Figure 2-1. Testing was performed at speeds from Mach 0.4 to 1.4 and through the angle-of-attack range from -2° to 20°.





Model Geometry

Fuselage Length:	1.79 m (5.88 ft)
Nacelle Length:	0.86 m (2.83 ft)
Wing Span:	1.30 m (4.28 ft)
Wing Area:	0.48 m^2 (5.22 ft^2)
Canard Area:	0.09 m^2 (1.02 ft^2)
Inlet Capture Area:	35.23 cm^2 (5.46 in.^{2})
Nacelle Max Area:	116.14 cm^2 (18 in.^{2})
Nozzle Throat Area (Dry):	19.42 cm^2 (3.01 in.^{2})
Nozzle Throat Area (A/B):	33.23 cm^2 (5.15 in.^{2})

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Figure 2-1. Supersonic V/STOL Wind Tunnel Model Installed in NASA-Ames Transonic Tunnel

The model was tested in three different modes; the conventional Jet-Effects and Flow-Through modes, and the propulsion simulator (CMAPS) mode. A schematic of the three modes, each in its characteristic configuration, is shown in Figure 2-2.

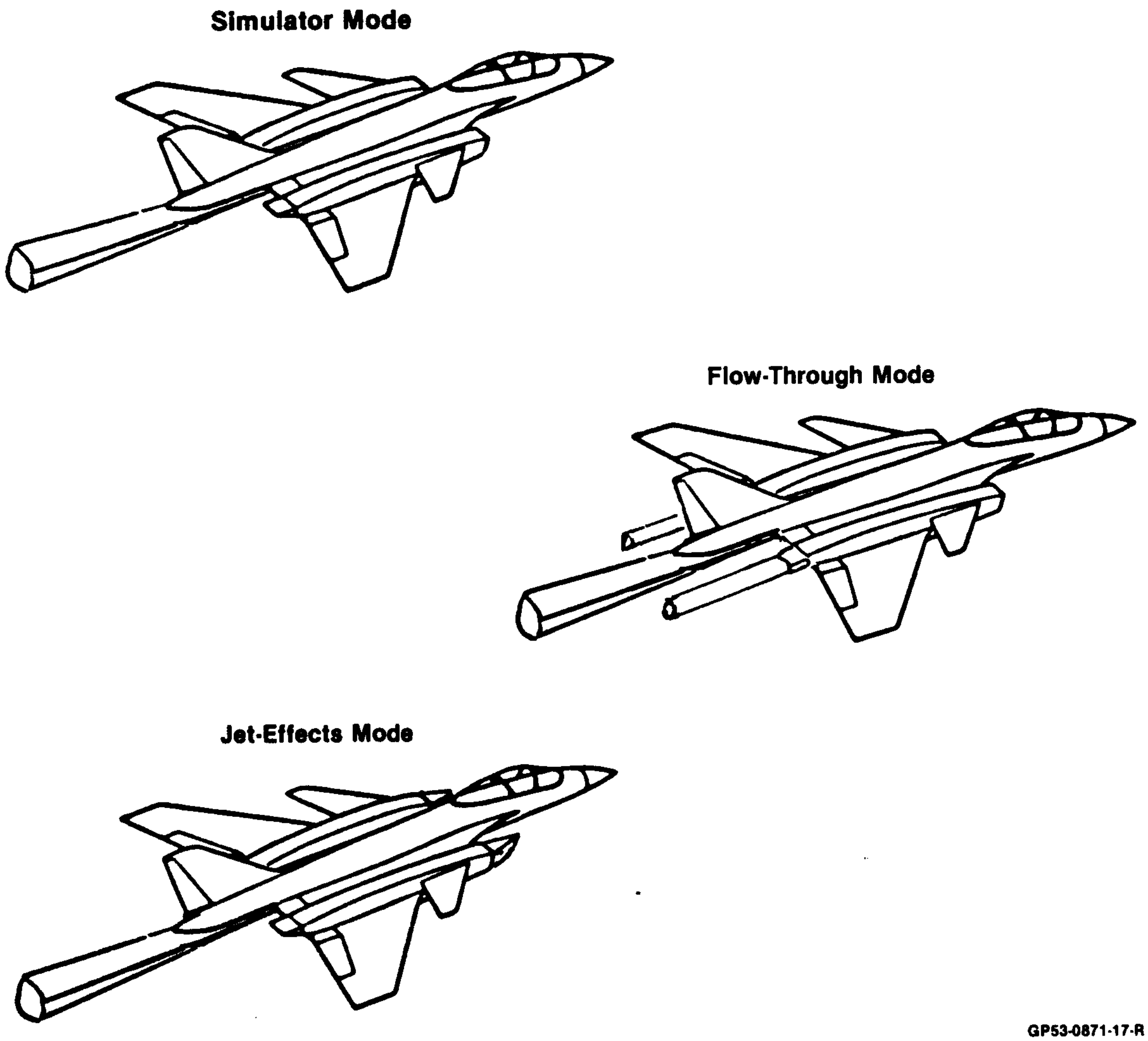

Figure 2-2. Test Mode Characteristics

Within the three test modes, a matrix of two inlet and two exhaust system configurations was tested. The inlet was configured as either flowing or faired. The exhaust system incorporated either ALBENs or nozzle extension ducts with chokes installed. Four aerodynamically different test configurations were derived from the two inlet and two exhaust configurations. These configurations were termed: 1) Common Baseline, 2) Nozzle Extension, 3) Nozzle Extension Baseline, and 4) Simulated Aircraft. The external differences in these configurations were only in the nacelle geometry, Figure 2-3; all other external model features were common. A matrix of the modes, inlet/nozzle

combinations, and test configurations is shown in Figure 2-4. The Common Baseline configuration was tested in each mode as a tie-in for the three separate model build-ups and used to account for any bias errors created between tunnel entries. The Nozzle Extension configuration used the extension ducts to displace the exhaust plume from the vicinity of the airframe such that inlet mass flow ratio (MFR) effects could be measured independent of jet-induced effects. The Nozzle Extension Baseline configuration was used to account for the effects of the extension ducts on the metric airframe as compared to the ALBEN installation. Of the four configurations tested, the Simulated Aircraft configuration is the best representation of an aircraft in flight.

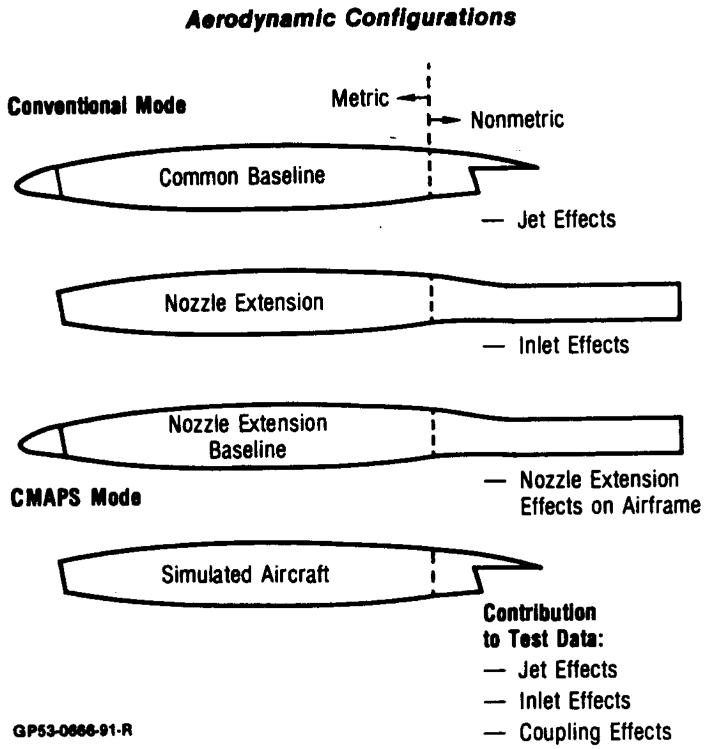

Figure 2-3. Comparison of Test Configuration

Test Configuration	Propulsion System Configuration		Test Mode		
	Inlet	Nozzle	Jet-Effects	Flow-Through	CMAPS
Simulated Aircraft	Flowing	ALBEN			X
Common Baseline	Faired	ALBEN	X	X	X
Nozzle Extension	Flowing	Extensions		X	X
Nozzle Extension Baseline	Faired	Extensions		X	

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Figure 2-4. Inlet/Nozzle Combinations Tested In Each Mode

2.1 TEST MODES - Each of the three test modes (CMAPS, Jet-Effects, and Flow-Through) represented a different wind tunnel test technique. A major program objective was to eliminate bias errors due to test technique differences. Therefore, a common support system and a common metric arrangement were used for all three test modes, Figure 2-5. The internal flow hardware was unique to each test mode but interchangeable between the three modes, as shown in Figure 2-6. The flow path through the nacelle could be changed by installing a simulator, a jet-effects plenum, or a flow-through duct, depending on the test mode desired.

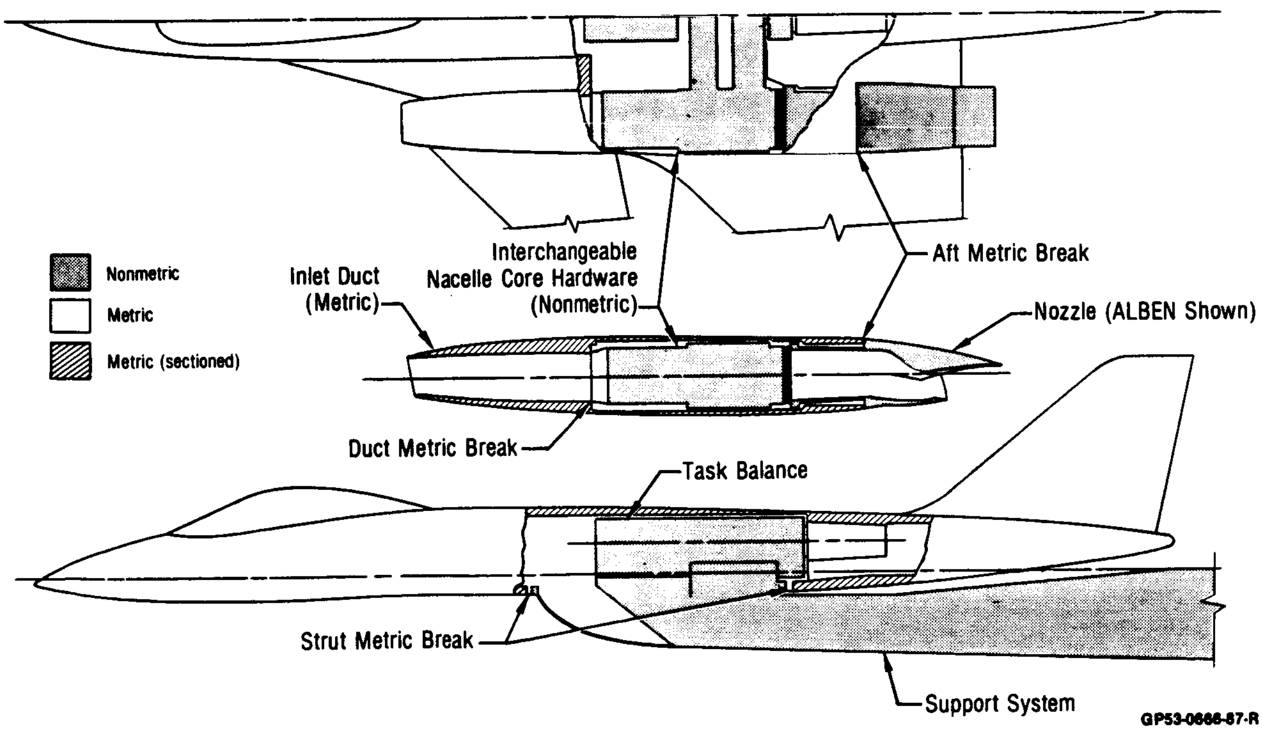

Figure 2-5. Common Support System and Metric Arrangement

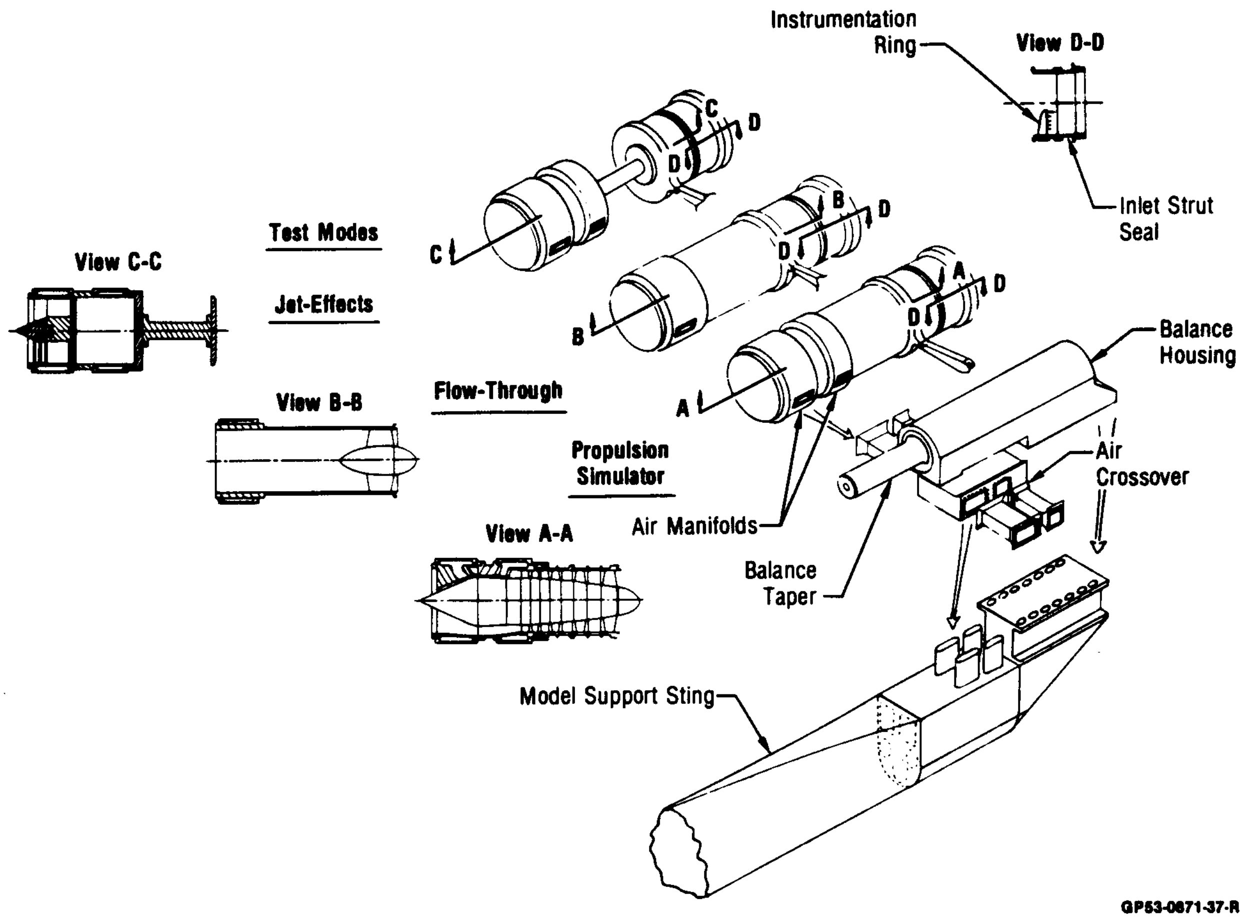

Figure 2-6. Interchangeable Nacelle Core Hardware

2.1.1 CMAPS Mode - Propulsion simulators were placed in the engine nacelles for all the CMAPS mode testing. The Station 2 total pressure rake and simulator compressor face can be seen behind the close-coupled inlet in Figure 2-7. A schematic of the nacelle hardware for the CMAPS mode is shown in Figure 2-8.

Independent control of the high pressure air through the drive and bleed lines in the support sting allowed the simulator to produce desired combinations of inlet and nozzle flow conditions independently. A schematic of the simulator flow path is shown in Figure 2-9.

The Simulated Aircraft and the Nozzle Extension configurations, as well as the Common Baseline configuration, were all tested in the CMAPS mode. Data was acquired for the Simulated

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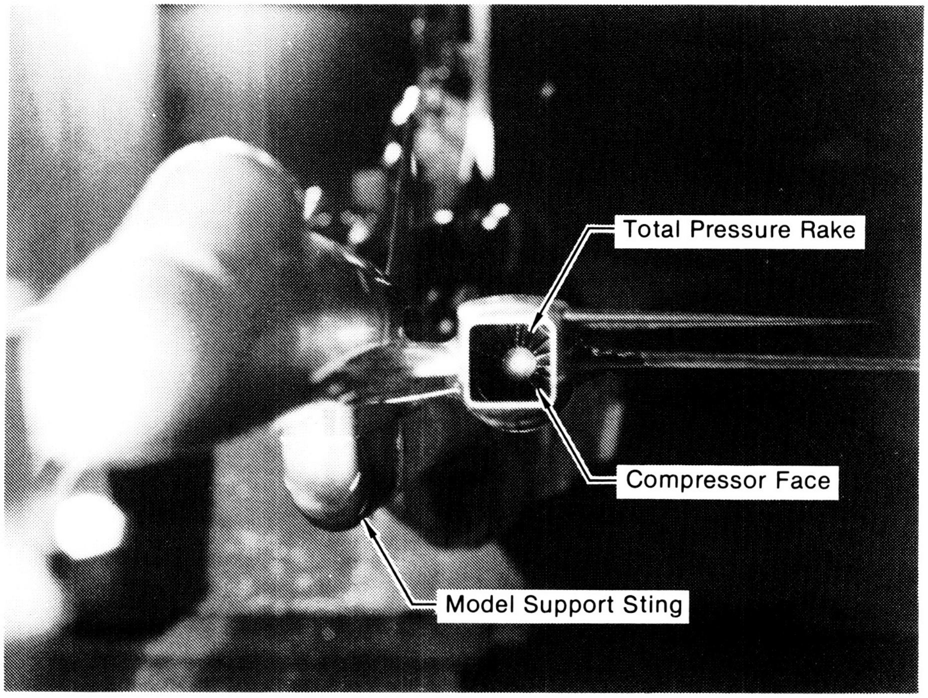

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Figure 2-7. Propulsion Simulator Installed in Left Hand Engine Nacelle

Aircraft configuration in the form of angle-of-attack (AOA) sweeps and engine pressure ratio (EPR) sweeps. The Nozzle Extension configuration data was taken for AOA sweeps at various canard angles and MFRs. Only the largest exit area chokes were used in the Nozzle Extension configuration for this mode. MFR was controlled solely by the simulators. The Common Baseline configuration was tested in each test mode to isolate tunnel induced effects. A complete run matrix for the CMAPS mode is included in Appendix C.

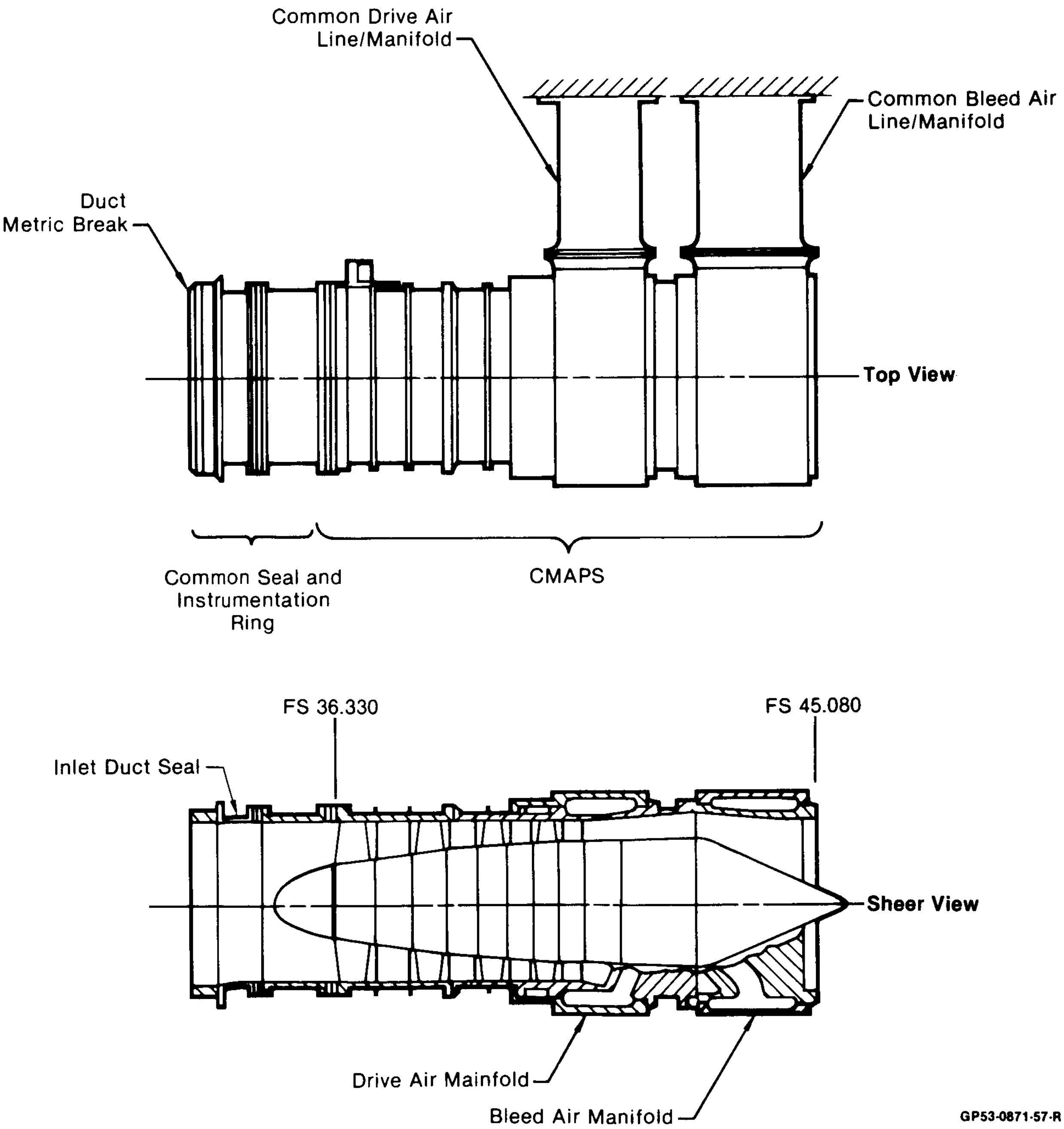

Figure 2-8. CMAPS Mode Nacelle Core Hardware

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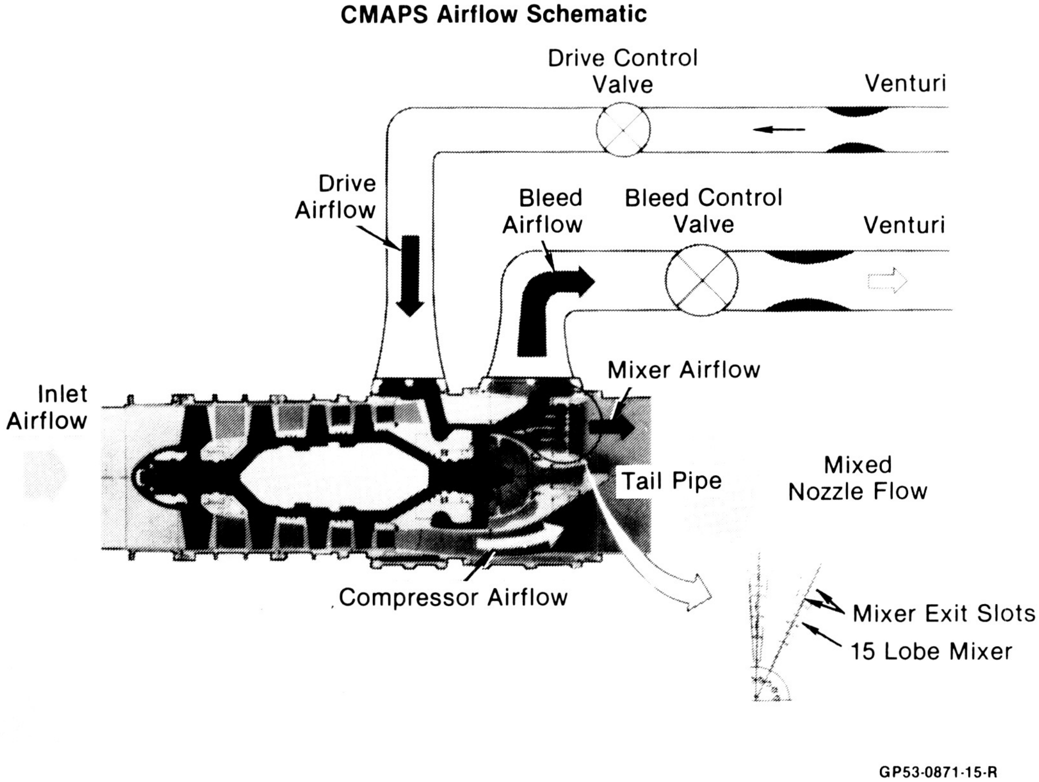

Figure 2-9. Simulator Internal Flow Paths

2.1.2 <u>Jet-Effects Mode</u> - Plenum chambers replaced the simulators in the engine nacelles during the Jet-Effects mode testing. The nacelle hardware for the Jet-Effects mode is shown in Figure 2-10. The drive and bleed lines in the support sting both supplied high pressure air to the plenum. The air was then mixed and exhausted through the ALBEN's. This plenum design was intended to duplicate the internal airflow paths used in the CMAPS mode. Although not required, the inlet duct seal was retained during the Jet-Effects mode in order to maintain a common seal arrangement between the three test modes.

Only the Common Baseline configuration was tested in this mode. Data was acquired with jet-on and jet-off AOA sweeps and nozzle pressure ratio (NPR) sweeps. A complete run matrix for the Jet-Effects mode is included in Appendix C.

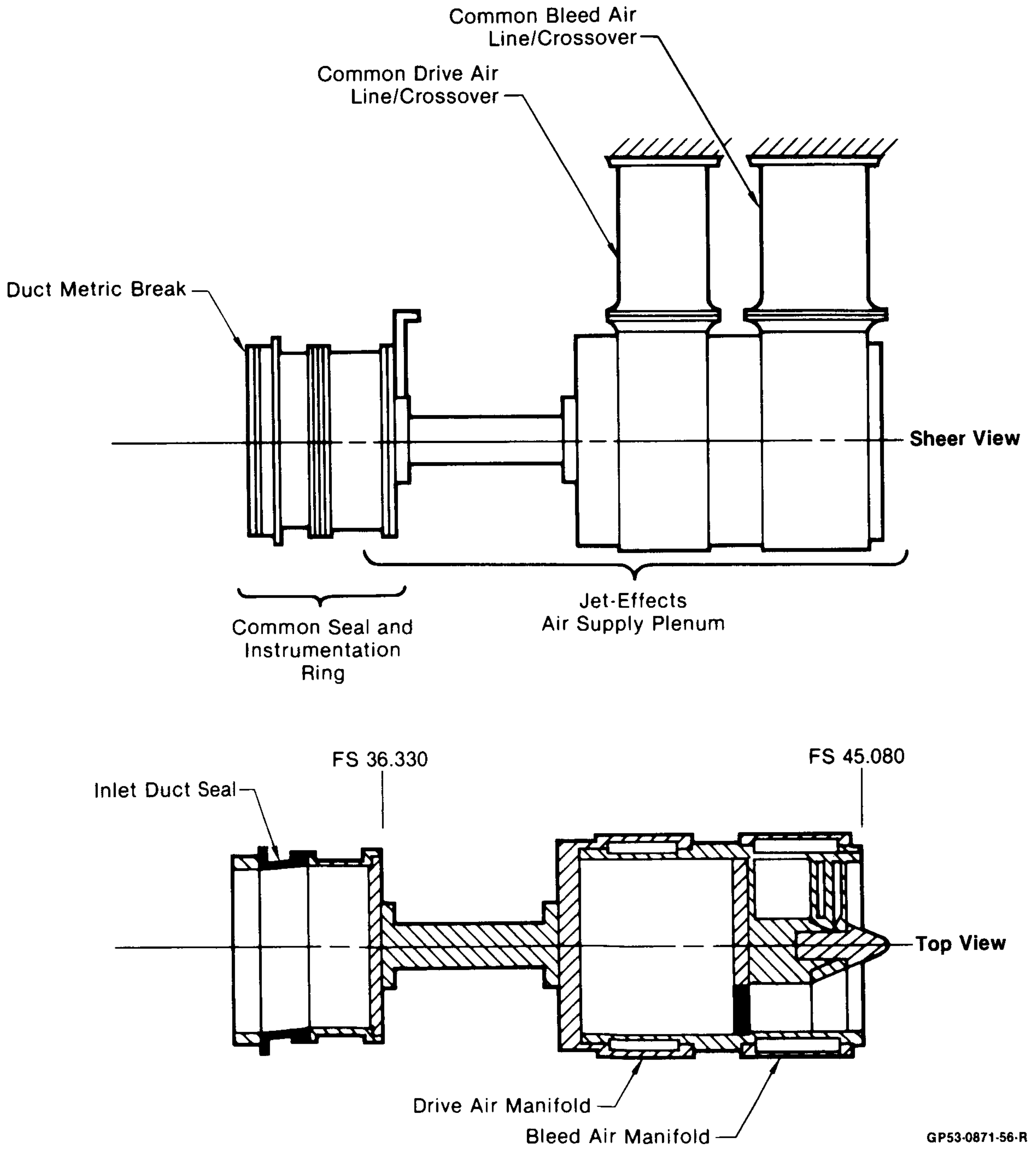

Figure 2-10. Jet-Effects Mode Nacelle Core Hardware

2.1.3 <u>Flow-Through Mode</u> - Flow-through ducts were interchanged with the plenum chambers or simulators to build-up the Flow-Through mode. The non-metric duct units, Figure 2-11, were designed to model the propulsion simulators with respect to the on-coming inlet flow. Therefore, the Station 2 total pressure rakes, inlet duct seals, and compressor face hubs were identical for Flow-Through and Simulator modes.

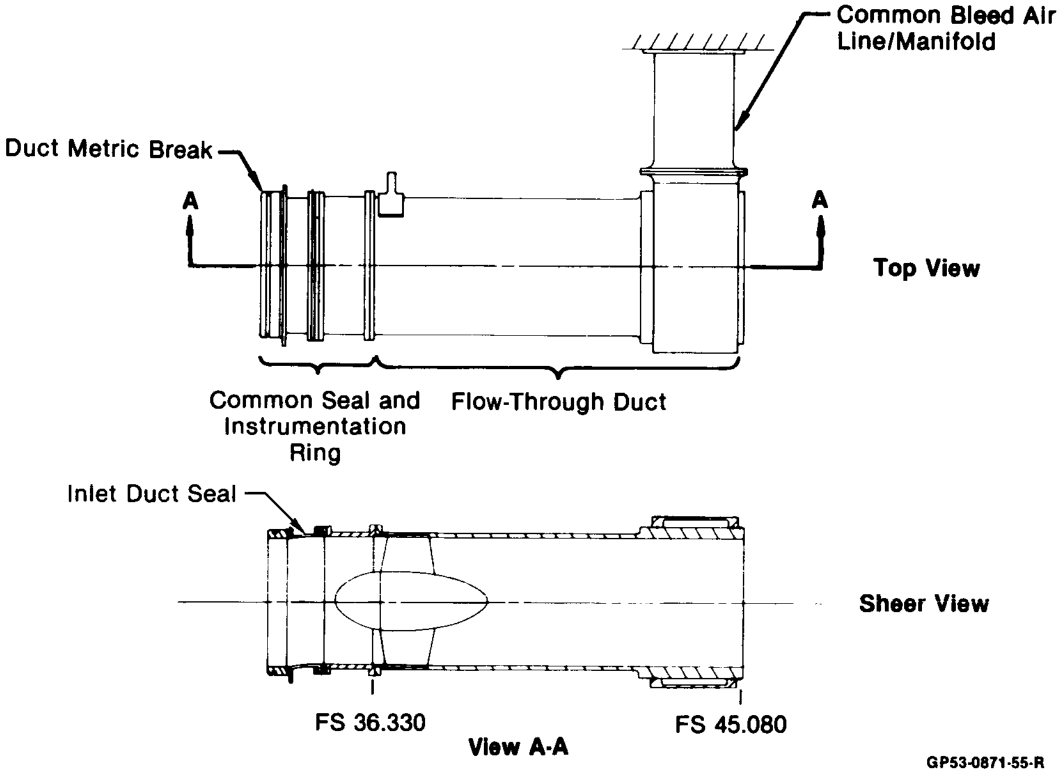

Figure 2-11. Flow-Through Mode Nacelle Core Hardware

The Nozzle Extension configuration and the Nozzle Extension Baseline, as well as the Common Baseline, were tested in this mode. Inlet MFR was controlled in the Nozzle Extension configuration with four nozzle chokes sized as follows: 12.49 cm^2, 18.74 cm^2, 26.11 cm^2, and 34.25 cm^2. An ejector system was connected to the extension assemblies for Mach 0.4 and 0.6 testing, since the ram air was not sufficient to simulate maximum airflow. The ejector installation is shown in Figure 2-12. The data was acquired with AOA sweeps at constant canard angles and inlet MFRs as shown in Appendix C.

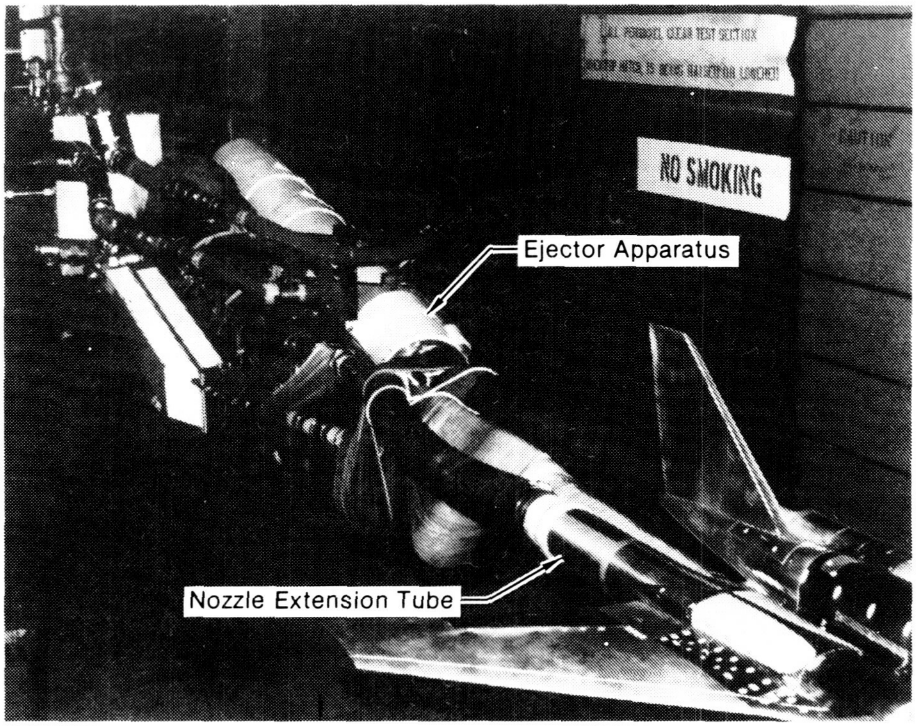

Figure 2-12. Ejector Apparatus Connected to Nozzle Extensions

2.2 <u>INLET/EXHAUST SYSTEMS</u> - Two inlet and two exhaust systems were tested on the twin podded engine nacelles.

2.2.1 <u>Inlet Systems</u> - The inlet was tested in both a flowing and a faired configuration. The flowing inlet was a rectangular, normal shock design with 15° scarf angle and a rotating lower cowl lip. The flowing inlet system with 0° and 45° cowl lip rotations is shown in Figures 2-13 and 2-14 respectively. The lower cowl lip is rotated down to reduce flow separation around this cowl at high angle-of-attack conditions. A limited amount of testing was performed on the 45° lip rotation configuration.

The faired inlet configuration was formed by installing pyramidal fairings to the flowing inlets with 0° lip rotation. The fairing shapes represented simple forward extensions of the local cowl moldlines. The model with the faired inlet system is shown in Figure 2-15.

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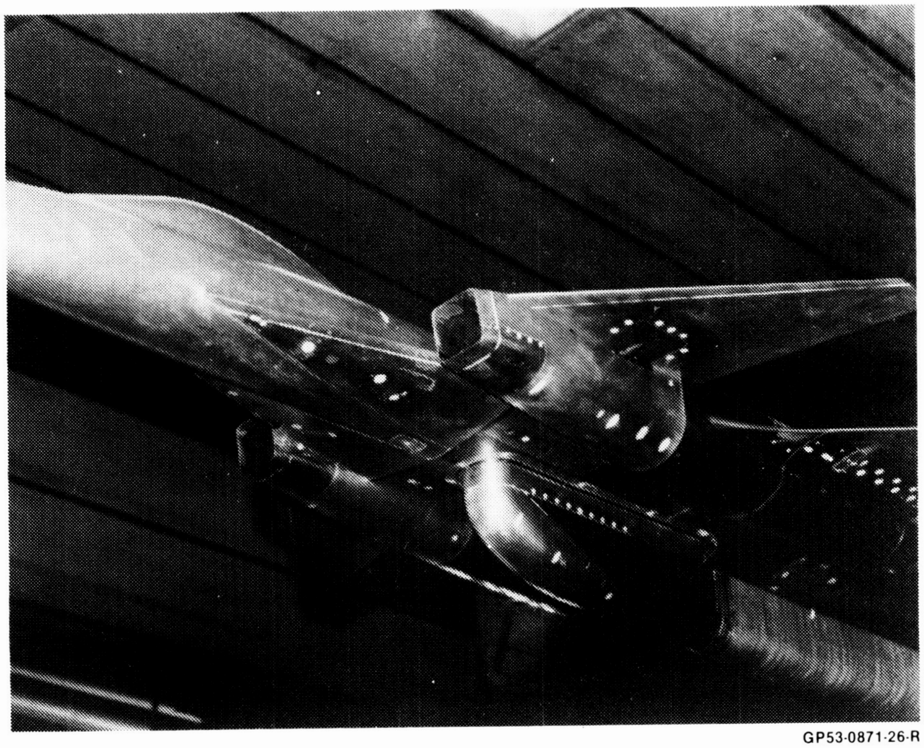

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Figure 2-13. Flowing Inlet System With 0° Cowl Lip Rotation

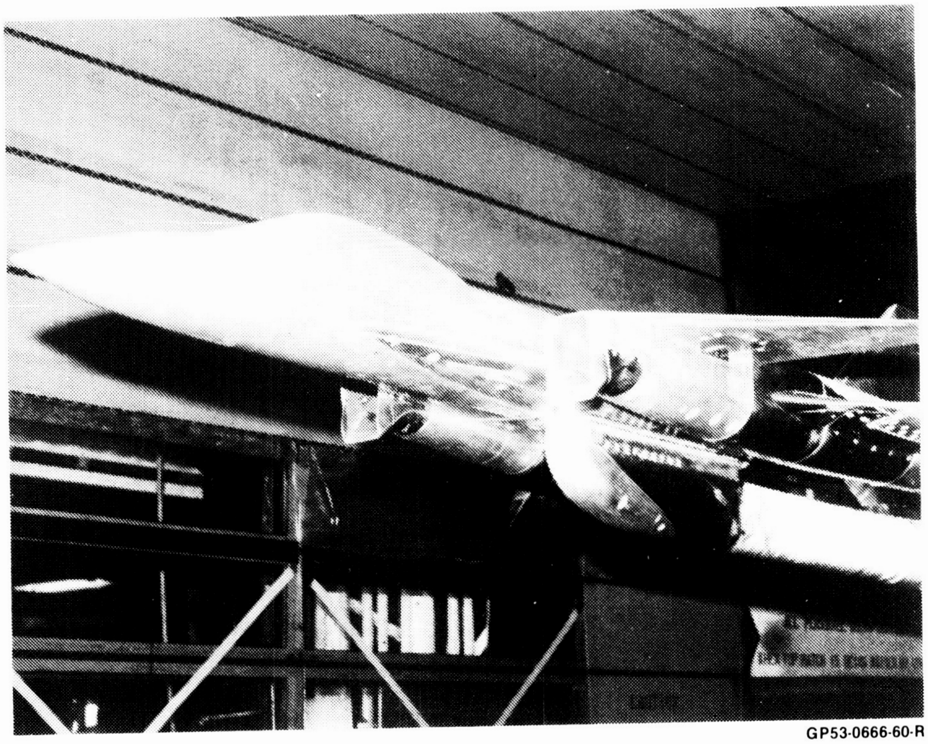

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Figure 2-14. Flowing Inlet System With 45° Cowl Lip Rotation

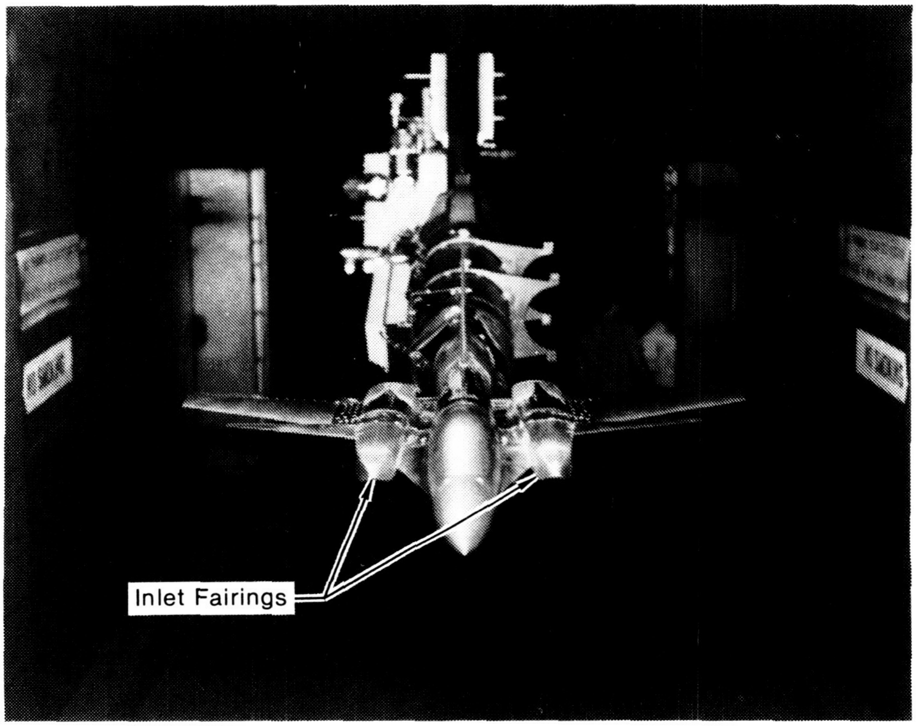

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Figure 2-15. Faired Inlet System on Test Vehicle

A second flowing inlet system was also fabricated for use on the alternate aircraft configuration (see Figure 1-2). However, due to time constraints, it was never tested. This inlet was a circular design with a 13° reverse scarf angle, Figure 2-16.

The detailed design of these inlet systems is presented in Reference 7.

2.2.2 Exhaust Systems - The exhaust system was tested with both ALBENs and nozzle extension tubes. The ALBEN and nozzle extension systems were both non-metric to the internal aircraft balance. The metric break and common station for the airframe/exhaust system interface was at model station 50.689.

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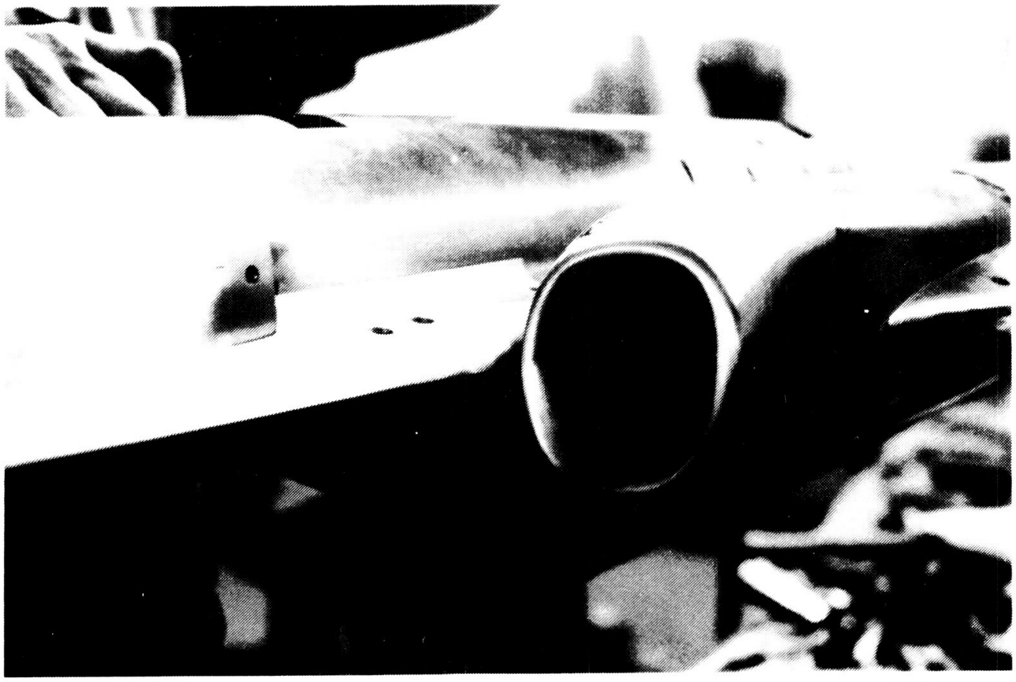

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Figure 2-16. Untested Inlet for Alternate Configuration

The ALBEN system was designed to model various power settings and thrust vectoring angles. The model configured with the ALBENs is shown in Figure 2-17. Two different power settings (dry and afterburning, (A/B)) were tested by interchanging the lower flap components, which change the throat and exit areas. Interchangeable upper flap components were used to configure the ALBENs for 0°, 20°, or 30° of thrust vectoring (vector angle measured from horizontal, positive down).

Nozzle extension assemblies replaced the ALBENs in order to isolate the flowing inlet effects from those associated with the exhaust plume. The extension tubes were sized such that the exhaust plume and base area effects would not be felt forward of the metric break. The nozzle extension installation is shown in Figure 2-18. Exit chokes were attached to the extension tubes to control inlet mass flow ratio (MFR). Four interchangeable chokes were used in the Flow-Through mode and sized to duplicate four MFRs within the operating range of the propulsion simulator.

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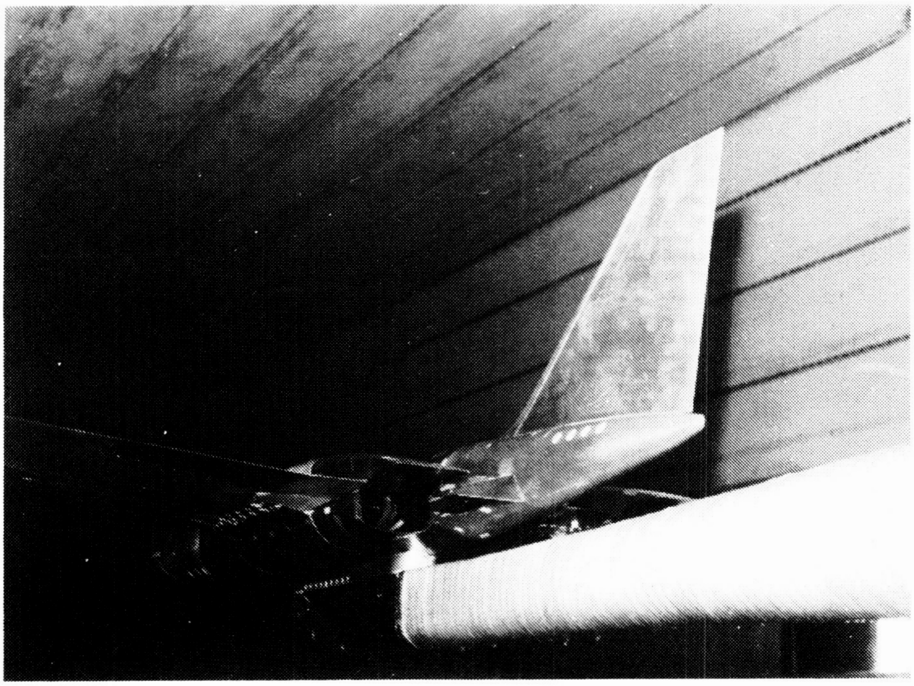
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Figure 2-17. Unvectored A/B ALBEN System on Test Vehicle

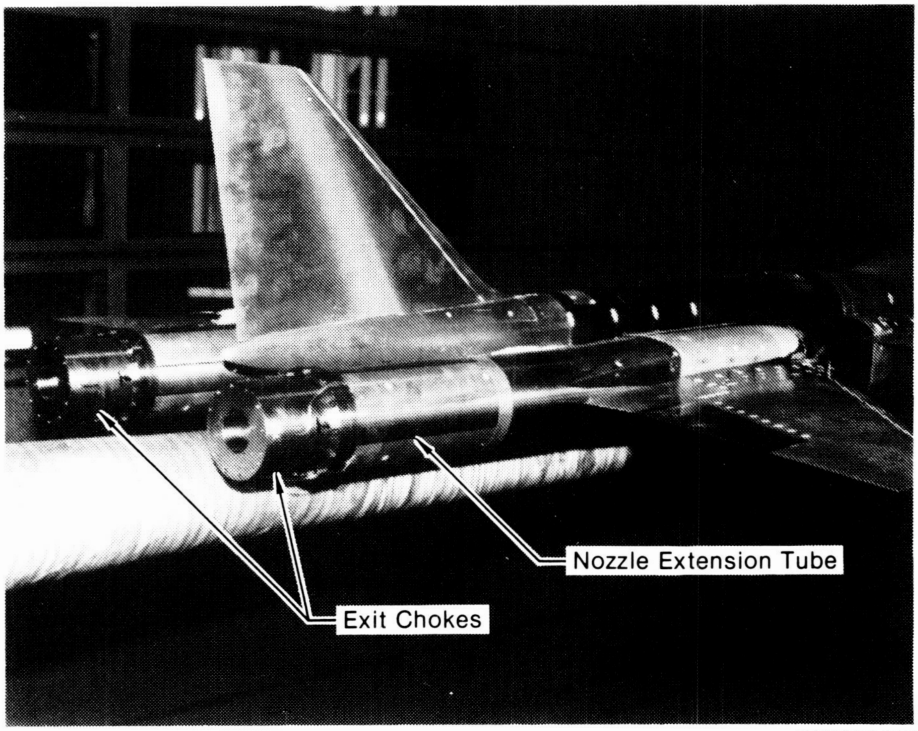

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Figure 2-18. Nozzle Extension System on Test Vehicle

2.3 TEST CONFIGURATIONS - The four test configurations (Figure 2-3) were used to identify the presence of flowfield coupling and measure the net effect. These configurations were tested as summarized in Figure 2-19.

2.3.1 Common Baseline Configuration - The Common Baseline configuration is defined with faired inlets and the ALBEN exhaust system. This configuration, with unvectored A/B ALBENs in the jet-off condition, was tested in all three test modes to isolate any bias errors due to the separate tunnel entries.

The unvectored dry power ALBENs and vectored A/B ALBENs were also tested but only in the Jet-Effects mode. The A/B ALBEN system was tested at 0°, 20°, and 30° thrust vectoring. The 30° vectoring case was different from all other Jet-Effects configurations in that the wing flaps were also deflected 30°. This build-up, tested only at Mach 0.4, simulated the vehicle in a landing approach mode.

2.3.2 Nozzle Extension Configuration - The Nozzle Extension configuration is defined as having the flowing inlet system and the nozzle extension exhaust system. The inlet was tested with both the 0° and 45° cowl lip rotations. Most of the 45° lip cases were tested with the wing flaps deflected 30° as shown in Figure 2-20.

This configuration models the flowing inlet effects on the airframe independent of the exhaust effects.

2.3.3 Nozzle Extension Baseline Configuration - The Nozzle Extension Baseline configuration is defined as having the faired inlet system and the nozzle extension exhaust system. In this configuration, only one canard angle was tested for each Mach number. The purpose of this build-up was to account for the nozzle extension effects on the airframe as compared to the ALBEN installation.

Configuration	Test Mode	Mach	MFR	NPR	α (deg)	δ_c (deg)
Common Baseline	F/T	0.4	N/A	1.0	−1 → 18	+5 → −15
$\delta_N = 0^\circ$ $\delta_F = 0^\circ$		0.6				
A/B ALBEN		0.9				
		1.2			−1 → 10	+5 → −10
		1.4			−1 → 9	
	J/E	0.4	N/A	1.0 → 4.0	−1 → 18	+5 → −15
		0.6		1.0 → 6.0		−5
		0.9		1.0 → 8.5		−5
		1.2		1.0 → 11.0	−1 → 6	0
		1.4		1.0 → 14.0	−1 → 6	0
	CMAPS	0.4	N/A	1.0	−1 → 16	+5 → −15
		0.6				−5
		0.9				−5
		1.2			−1 → 6	0
		1.4				0
Common Baseline	J/E	0.4	N/A	1.0 → 4.0	−1 → 20	−5
$\delta_N = 20^\circ$ $\delta_F = 0^\circ$		0.6		1.0 → 6.0	−1 → 22	−5
A/B ALBEN		0.9		1.0 → 8.0	−1 → 18	0 → −15
		1.2		1.0 → 12.0	−1 → 7	0
Common Baseline	J/E	0.4	N/A	1.0 → 4.0	−1 → 20	+5 → −5
$\delta_N = 30^\circ$ $\delta_F = 0$						
A/B ALBEN						
Common Baseline	J/E	0.4	N/A	1.0 → 6.0	−1 → 9	0, −5
$\delta_N = 0^\circ$ $\delta_F = 0^\circ$		0.6		1.0 → 6.0		−5
Dry ALBEN		0.9		1.0 → 6.0		0, −5
Nozzle Extension	F/T	0.4	N/A	1.0	−1 → 21	−5
Baseline		0.6				
		0.9				−5, −15
		1.2			−1 → 6	0
		1.4				
Nozzle Extension	F/T	0.4	0.5 → 1.2	N/A	−1 → 22	+5 → −15
		0.6	0.3 → 0.9			0 → −15
		0.9	0.3 → 0.9			0 → −15
		1.2	0.3 → 0.9		−1 → 6	0 → −10
		1.4	0.3 → 0.9			0 → −10
	CMAPS	0.4	0.5 → 1.2	N/A	−1 → 17	+5 → −15
		0.6	0.3 → 0.9			0 → −10
		0.9	0.3 → 0.9			0 → −10
		1.2	0.3 → 0.9		−1 → 7	0 → −10
		1.4	0.3 → 0.9			0 → −5
Simulated	CMAPS	0.4	0.7 → 1.2	1.0 → 3.5	0 → 17	0 → −15
Aircraft		0.6	0.3 → 0.9	1.0 → 4.0	0 → 17	0 → −10
		0.9	0.4 → 0.9	1.0 → 5.0	0 → 18	0 → −10
		1.2	0.3 → 0.8	1.0 → 7.5	0 → 6	0, −5
		1.4	0.3 → 0.8	1.0 → 9.5	0 → 7	0, −5

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Figure 2-19. Test Summary

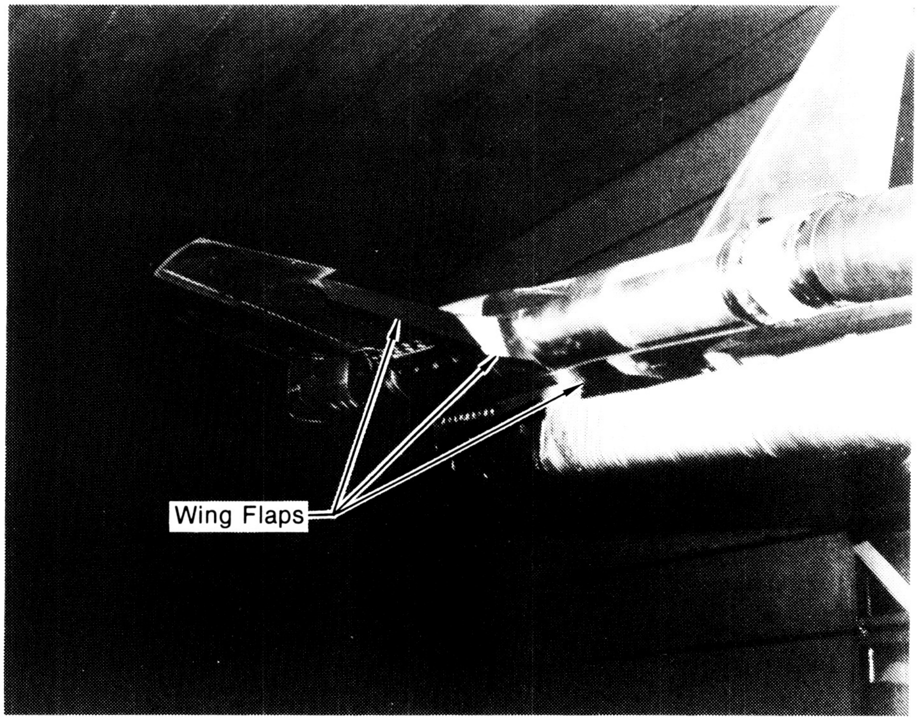

Figure 2-20. Nozzle Extension Configuration With Wing Flaps Deflected 30°

2.3.4 Simulated Aircraft Configuration - The Simulated Aircraft configuration is defined with flowing inlets and the ALBEN exhaust system. Only the flowing inlets with 0° lip rotation and the ALBENs in the afterburning (A/B) position with 0° thrust vectoring were tested in this configuration. This configuration closely models an aircraft in flight, with jet effects, inlet effects, and coupling effects measured simultaneously.

3. PRESSURE INSTRUMENTATION

The test vehicle was equipped with sufficient pressure instrumentation to assess the effects of model configuration and test technique differences. Static pressures were measured along the model external surface snd total pressures at each compressor face.

3.1 EXTERNAL PRESSURE INSTRUMENTATION - The pressure distribution over the model surface was measured with 145 pressure taps located along the wings, nacelle, nozzle, and fuselage. The overall surface tap layout is presented in Figure 3-1. In addition, Appendix B lists each orifice number with the corresponding location coordinates. The pressure taps were arranged over the aircraft in five basic regions as follows: 1) Outer Wing, 2) Inner Wing, 3) Fuselage, 4) Nacelle, and 5) Nozzle.

3.1.1 Outer Wing - The wing surface outboard of the engine nacelle is defined as the outer wing. A total of 27 taps were located in this area. A row of 9 upper surface and 6 lower surface taps at B.L. 12.825 on the left wing measured the chordwise pressure distribution, Figure 3-2. The spanwise pressure distribution was measured with a total of 12 taps on the right wing at B.L. 16.031 and B.L. 19.237, Figure 3-3.

3.1.2 Inner Wing - The surface between the fuselage and nacelle is termed the inner wing This region forms a region which may be sensitive to perturbations in flow due to MFR, NPR, or canard changes A total of 13 taps were located on the upper and lower surfaces of the inner wing as shown in Figure 3-4.

3.1.3 Fuselage - The fuselage was instrumented along the centerline with a total of 9 pressure taps. These tap locations are shown in Figures 3-1 and 3-4.

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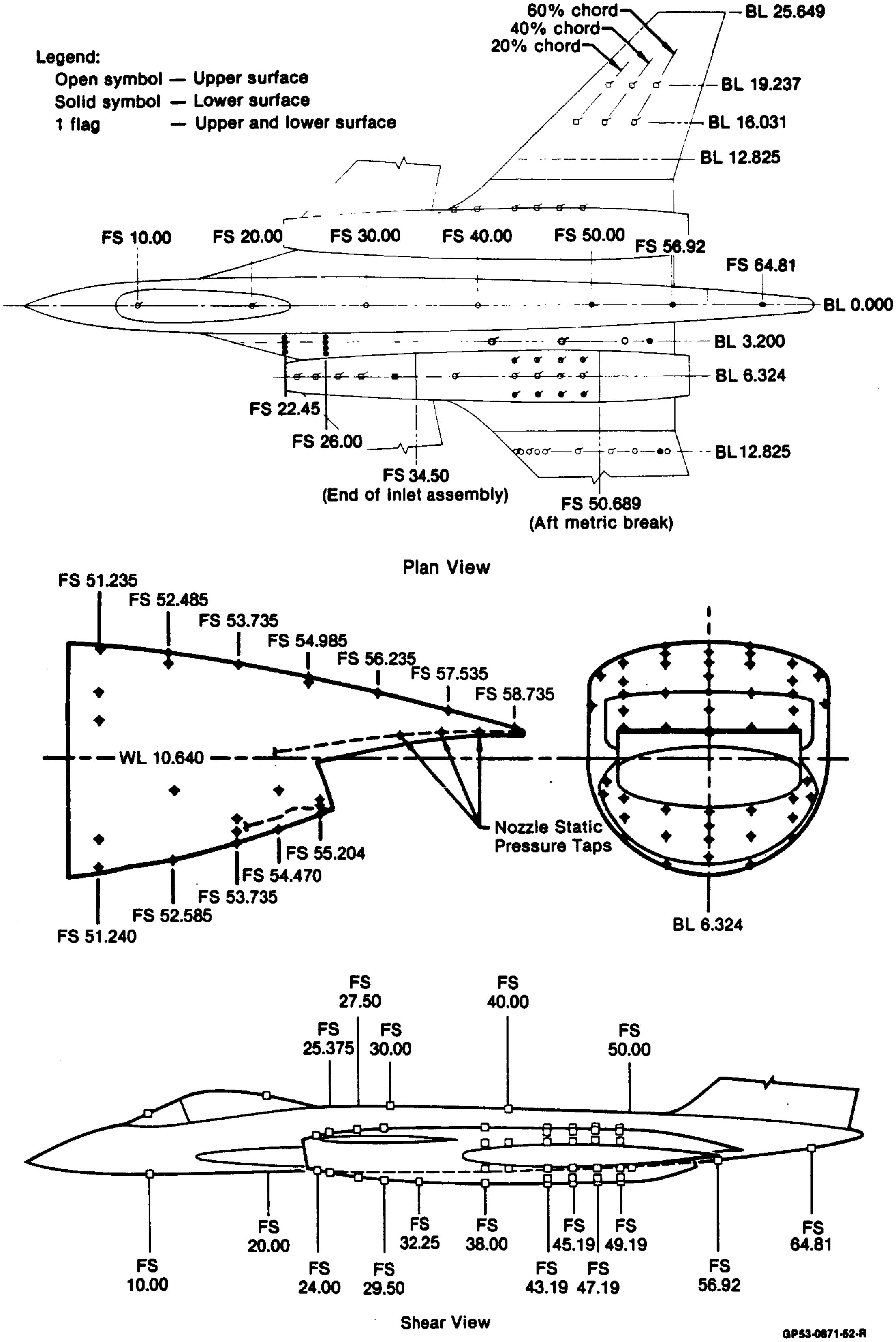

Figure 3-1. Location of Model External Pressure Instrumentation

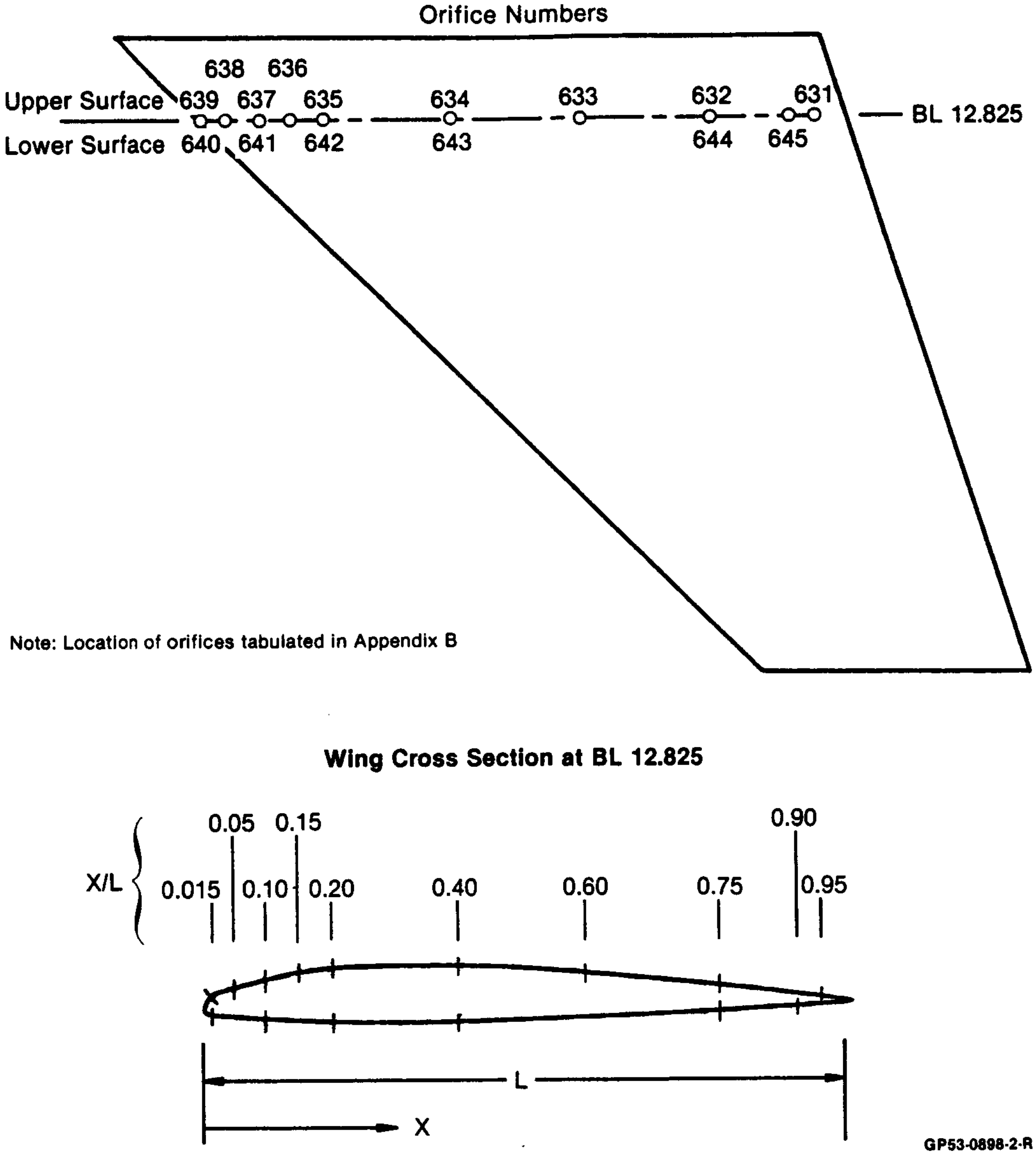

Figure 3-2. Outer Wing Pressure Instrumentation
BL 12.825 on Left Wing

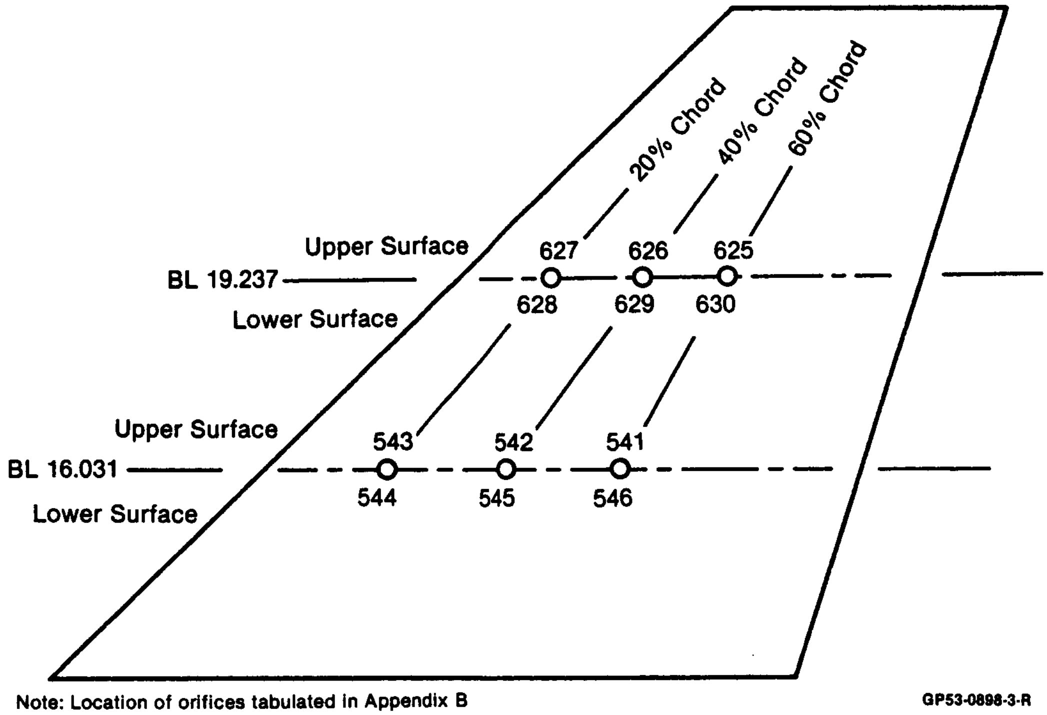

Figure 3-3. Outer Wing Pressure Instrumentation Right Wing

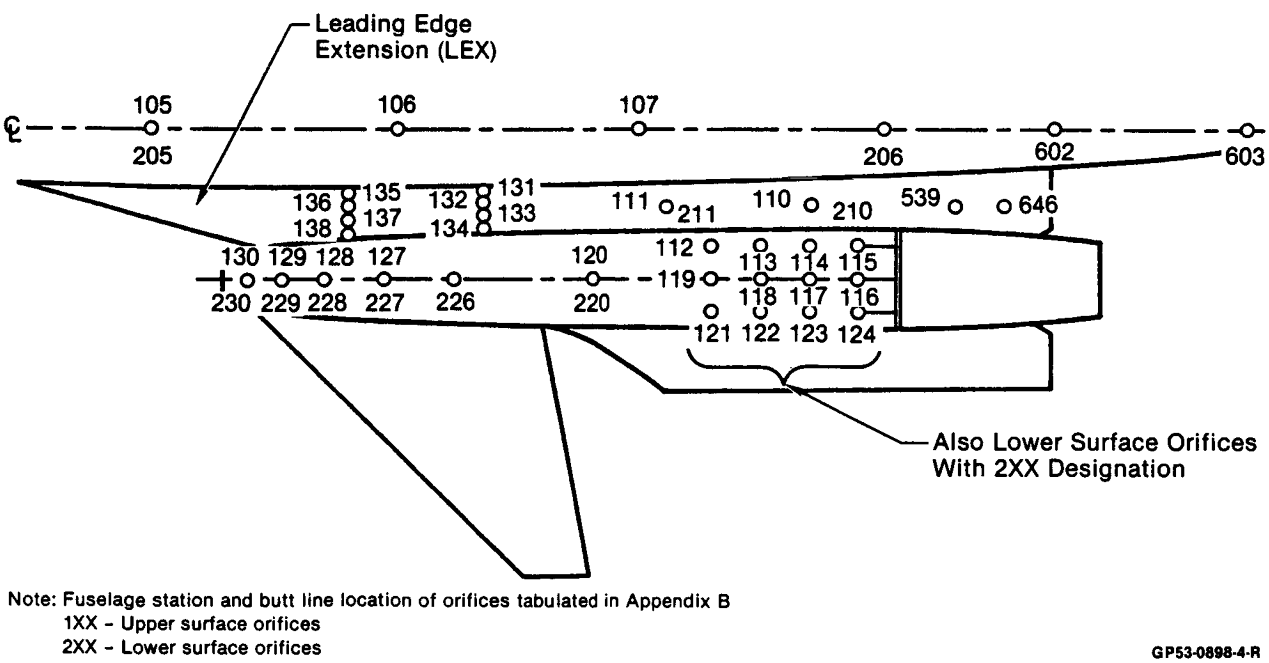

Figure 3-4. Center Fuselage, Inner Wing, and Nacelle Pressure Instrumentation

3.1.4 Nacelle - The nacelle was instrumented with a total of 35 taps on the upper and lower surfaces. The layout of these taps is shown in Figure 3-4. A total of 12 taps were also located on the side of the right hand nacelle above and below the outer wing root, Figure 3-5.

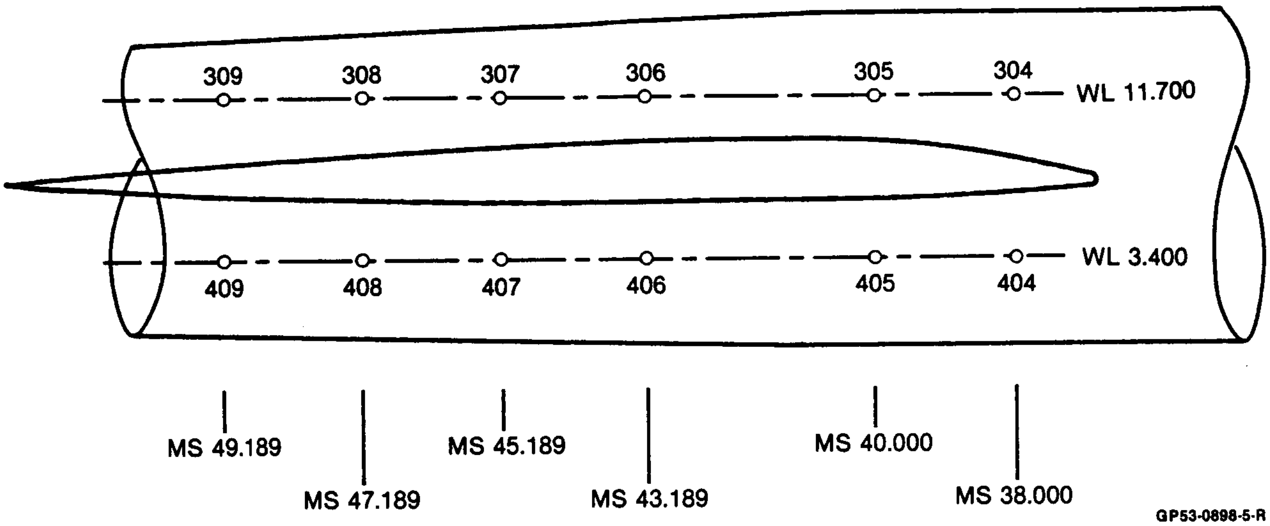

Figure 3-5. Right Hand Nacelle Side Pressure Instrumentation

3.1.5 Nozzle - The non-metric ALBEN exhaust system was instrumented with 49 surface taps. The tap layout across the ALBEN is shown in Figure 3-6. This large number of taps was used to perform a pressure-area integration from which the lift, drag, and pitching moment on the nozzles were calculated.

The nozzle extensions were instrumented with 17 surface taps. The tap layout for the nozzle extensions is shown in Figure 3-7.

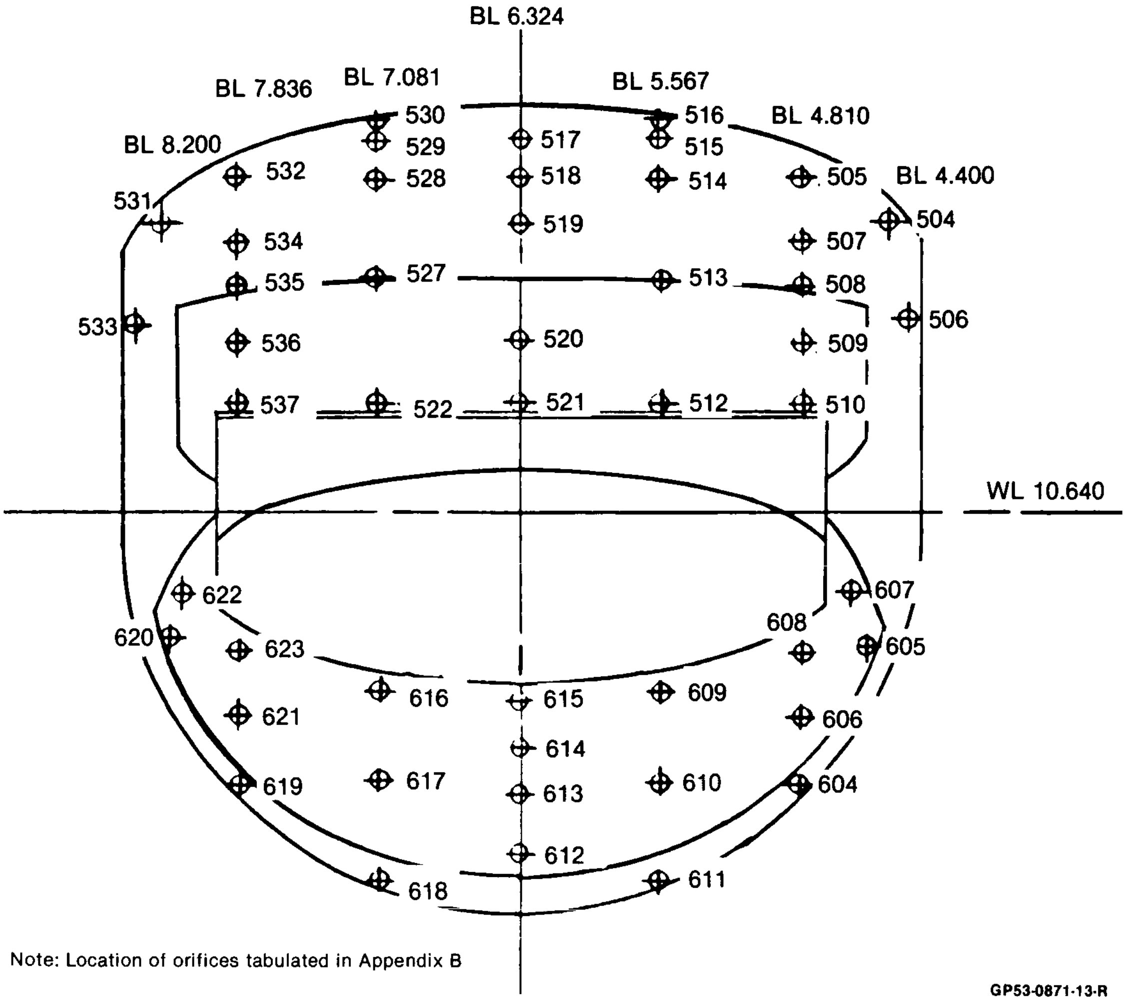

Figure 3-6. ALBEN External Pressure Instrumentation

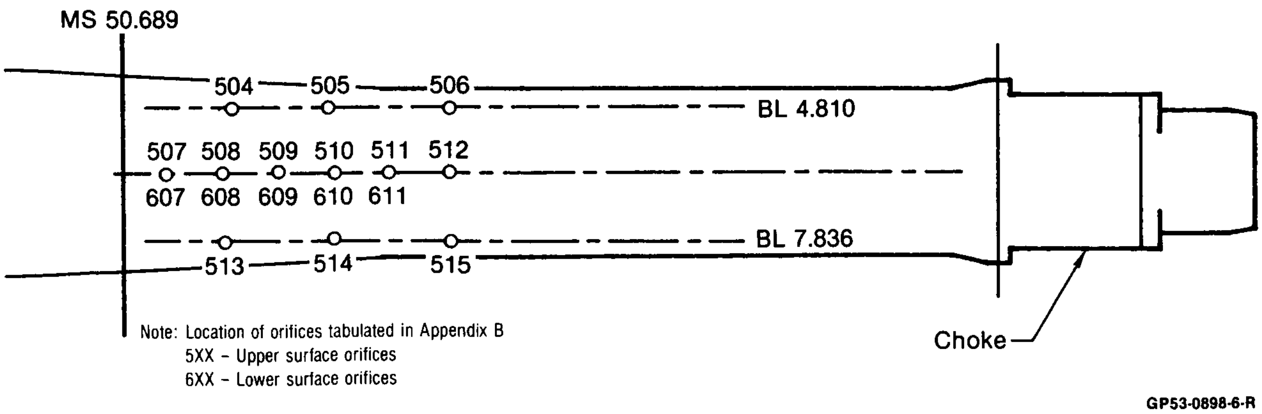

Figure 3-7. Nozzle Extension Tube External Pressure Instrumentation

3.2 COMPRESSOR FACE PRESSURE INSTRUMENTATION - The total pressure at the compressor face was measured to calculate inlet airflow, recovery and distortion. Each engine face was instrumented with a five leg rake with each leg containing five total pressure probes. A photo of the rake legs is shown in Figure 3-8.

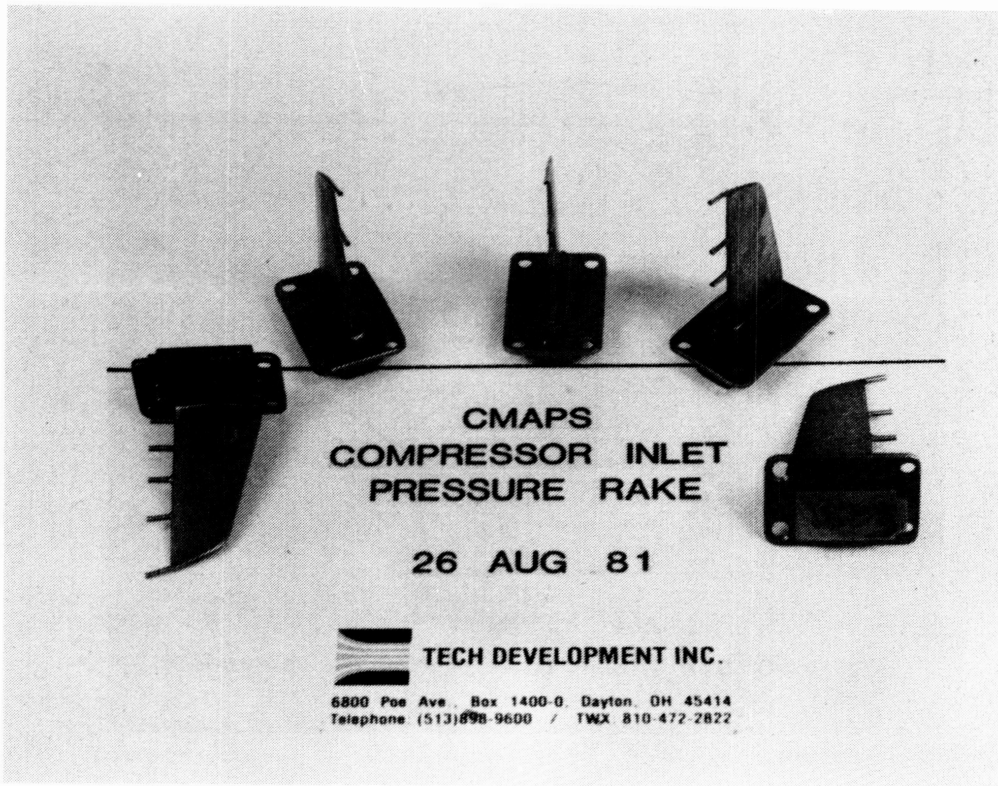

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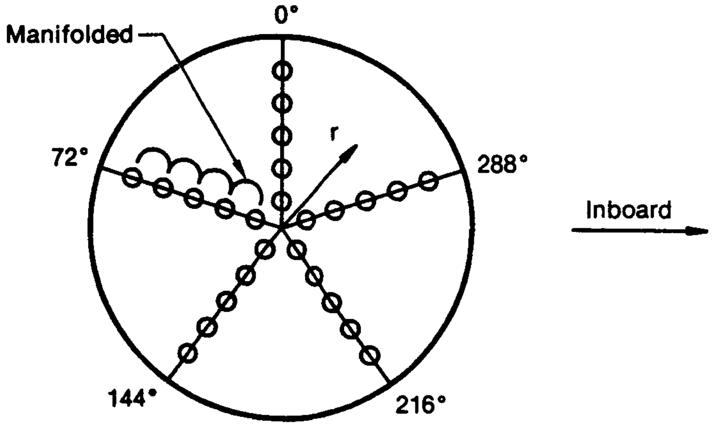
Figure 3-8. Compressor Face Total Pressure Rake

On the right hand compressor face rake, the probes on the upper, outboard leg were manifolded together, with the single measurement recorded on a Scanivalve. This single measurement was required as an input to the CMAPS control console. The remaining 20 probes and 4 wall statics were independently measured on Scanivalves. The layout of the right hand rake is shown in Figure 3-9.



Forward Looking Aft
Right Hand Inlet

Radial Location		Leg 1	Leg 2	Leg 3	Leg 4	Leg 5
(cm)	(in.)	0°	72°	144°	216°	288°
1.275	(0.502)	320	Manifolded to 345	325	330	335
2.121	(0.835)	321		326	331	336
2.713	(1.068)	322		327	332	337
3.198	(1.259)	323		328	333	338
3.620	(1.425)	324		329	334	339
	Wall Statics	312		314	315	316

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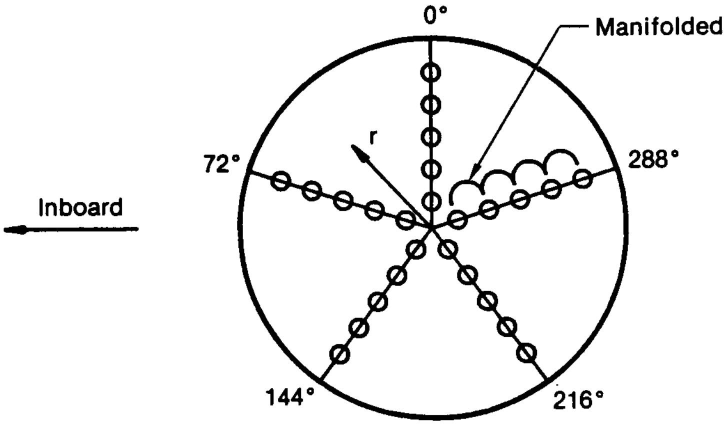
Figure 3-9. Right Hand Compressor Face Rake Layout

On the left hand compressor face rake, the probes on the upper, outboard leg were also manifolded together for the reason mentioned above. Each pressure along one other leg was measured as shown in Figure 3-10. The remaining 15 probes were on dummy rakes, so the pressures were not measured at these locations. It was not necessary to fully instrument both sides, since the model was tested with symmetric MFRs and no sideslip.



Forward Looking Aft
Left Hand Inlet

Radial Location (cm)	(in.)	Leg 1 0°	Leg 2 72°	Leg 3 144°	Leg 4 216°	Leg 5 288°
1.275	(0.502)	Not Measured		433	Not Measured	Manifolded to 438
2.121	(0.835)			434		
2.713	(1.068)			435		
3.198	(1.259)			436		
3.620	(1.425)			437		
	Wall Statics	412		413		

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Figure 3-10. Left Hand Compressor Face Rake Layout

4. REFERENCES

1. Zilz, D. E., "Propulsion and Airframe Aerodynamic Interactions of Supersonic V/STOL Configurations - Volume II: Wind Tunnel Test Force and Moment Data Report", NASA CR-177343, September 1985.

2. Zilz, D. E., Wallace, H. W., and Hiley, P. E., "Propulsion and Airframe Aerodynamic Interactions of Supersonic V/STOL Configurations - Volume III: Wind Tunnel Test Data Analysis Report", NASA CR-177343, September 1985.

3. Eigenmann, M. F. and Devereaux, P. A., "Compact Multi-Mission Propulsion Simulator Development", AFWAL-TR-82-2040, September 1982.

4. Eigenmann, M. F., Bear, R. L., and Chandler, T. C., "Turbine Engine Multi-Mission Propulsion Simulator Wind Tunnel Demonstration", AFAPL-TR-76-73, November 1976.

5. Hiley, P. E., Wallace, H. W., Booher, M. E. and Reinsberg, J. G., "Advanced Nozzle Concepts Program Volume III - Nozzle Integration for Air Superiority Fighter Application", AFWAL-TR-81-3165, Volume III, January 1982.

6. Mraz, M. R. and Hiley, P. E., "Propulsion and Airframe Aerodynamic Interactions of Supersonic V/STOL Configurations: Phase I - Final Report", NASA CR-177369, September 1985.

7. Booher, M. E., "Propulsion and Airframe Aerodynamic Interactions of Supersonic V/STOL Configurations: Phase II - Final Report", NASA CR-177370, September 1985.

8. Zilz, D. E., Wallace, H. W., and Hiley, P. E., "Propulsion and Airframe Aerodynamic Interactions of Supersonic V/STOL Configurations - Volume IV: Final Report - Summary", NASA CR-177343, September 1985.

APPENDIX A

WIND TUNNEL TEST RESULTS: PRESSURE DATA

The basic static pressure data is presented graphically as pressure coefficient (C_p) distributions across the airframe. Six key regions on the airframe have been chosen to summarize the pressure data for a given test condition.

The inlet total pressure data is presented as recovery distributions at the engine face. This data will also be used to present inlet recovery and distortion characteristics.

It must be noted that there is a significant region on the compressor face contour plots which may be invalid due to a lack of instrumentation. Since the upper, outboard leg of the total pressure rake was manifolded to a single Scanivalve port (see Figure 3-9), the local recovery distribution was not obtained for this sector of the compressor face. The contours plotted in this sector, as shown in Figure A-1, should therefore be disregarded or used with caution due to the excessive extrapolation required to construct them. To illustrate that no data was taken in this region, the manifolded leg is not shown on the contour plots.

It is also noted that a source of bias error was identified which may impact the interpretation of some of the pressure data taken in the Flow-Through mode. This error is attributed to a change in the Scanivalve transducer calibration procedure. The Scanivalves were calibrated to a positive pressure differential during the Flow-Through mode testing and to a negative pressure differential during the Jet-Effects and CMAPS modes. A non-linearity in the pressure transducer is thought to have created an error, identified during comparisons of the Common Baseline configuration for the three test modes. The Flow-Through mode data was generally 0.01 to 0.05 in C_p lower than the other two modes. Therefore, the Flow-Through mode data should not be compared directly to either of the other two modes. However,

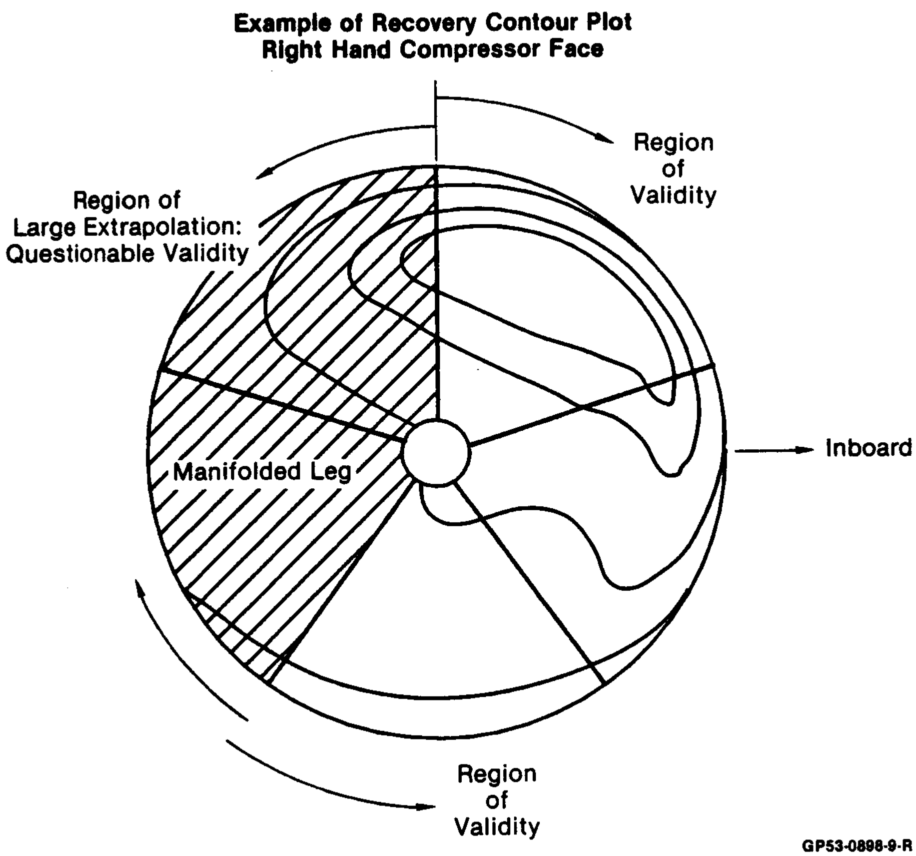


Figure A-1. Region of Validity for Compressor Face Recovery Distributions

Common Baseline comparisons between the Jet-Effects mode data and CMAPS mode data fall within an acceptable error band, so direct comparisons of any data between these two modes is considered valid. Likewise, comparisons "within" the Flow-Through mode should be valid.

STATIC PRESSURE DISTRIBUTIONS - The surface pressure distributions are grouped to show the effects of various inlet, nozzle and control surface configurations. Each figure consists of six plots corresponding to the six key regions on the airframe. The plots and the regions are as follows (also see Figure 3-1):

- A Nacelle Centerline Upper Surface
- B Nacelle Centerline Lower Surface
- C Wing BL 12.825 Upper Surface

D Wing BL 12.825 Lower Surface

E Inner Wing BL 3.2 Upper Surface

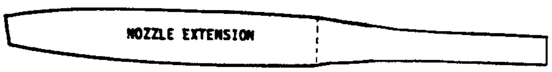
F Inner Wing BL 3.2 Lower Surface

The test mode and test configuration are designated on each plot under the "Description" label as follows:

Test Mode, Test Configuration

Following is an index of the surface pressure distribution figures.

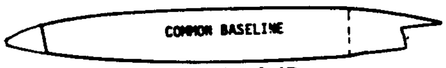
<u>Inlet Mass Flow Ratio Effects</u>

Configuration	Test Mode	Mach	NPR	δc	α	Pages
 COWL LIP = 0° δ_F = 0°	F/T	0.4	N/A	-5°	0°	41-46
		0.6	↓	↓	↓	47-52
		0.9	↓	↓	↓	53-58
		1.2	↓	↓	↓	59-64
		1.4	↓	↓	↓	65-70
COWL LIP = 45° δ_F = 30°	F/T	0.4	N/A	0°	0°	71-76
COWL LIP = 0° δ_F = 0°	CMAPS	0.4	N/A	0°	0°	77-82
		0.6	↓	↓	↓	83-88
		0.9	↓	↓	↓	89-94
		1.2	↓	↓	↓	95-100
		1.4	↓	↓	↓	101-106
 ALBEN A/B δ_N = 0°	CMAPS	0.4	1.3	0°	0°	107-112
		0.6	1.4	-5°	↓	113-118
		0.9	2.0	-5°	↓	119-124
		1.2	-	-5°	↓	125-130
		1.4	-	0°	↓	131-136
		0.6	2.3	-5°	5°	137-142
			2.2	-5°	9°	143-148
			2.0	-5°	17°	149-154

Nozzle Pressure Ratio Effects

Configuration	Test Mode	Mach	MFR	δc	α	Pages
 ALBEN DRY $\delta_N = 0°$	J/E	0.4	N/A	-5°	0°	155-160
		0.6	↓	↓	↓	161-166
		0.9	↓	↓	↓	167-172
ALBEN A/B $\delta_N = 0°$	J/E	0.4	N/A	-5°	0°	173-178
		0.6	↓	-5°	↓	179-184
		0.9	↓	-5°	↓	185-190
		1.2	↓	0°	↓	191-196
		1.4	↓	0°	↓	197-202
 ALBEN A/B $\delta_N = 0°$	CMAPS	0.4	1.15	0°	0°	203-208
		0.6	0.92	-5°	↓	209-214
		0.9	0.75	-5°	↓	215-220
		1.2	0.69	0°	↓	221-226
		1.4	0.72	0°	↓	227-232
		0.6	0.90	-5°	5°	233-238
		0.6	0.85	-5°	9°	239-244
		0.6	0.75	-5°	17°	245-250

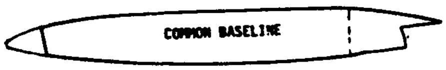
NPR Effects With Thrust Vectoring

Configuration	Test Mode	Mach	MFR	δc	α	Pages
 ALBEN A/B $\delta_N = 20°$	J/E	0.4	N/A	-5°	0°	251-256
		0.6	↓	-5°	↓	257-262
		0.9	↓	-5°	↓	263-268
		1.2	↓	0°	↓	269-274
ALBEN A/B $\delta_N = 30°$ $\delta_F = 30°$	J/E	0.4	N/A	-5°	0°	275-280

Nozzle Vectoring Effects

Configuration	Test Mode	Mach	NPR	δc	α	Pages
 $\delta_N = 0°$ - vs - $\delta_N = 20°$	J/E	0.4	4.1	-5°	0°	281-286
		0.6	4.2	↓	↓	287-292
		0.9	6.2	-5°	0°	293-298
		0.9	6.2	-5°	9.6°	299-304
		1.2	6.5	0°	0°	305-310
		0.4	1.0	-5°	0°	311-316
		0.6	1.0	-5°	0°	317-322
		0.9	1.0	-5°	0°	323-328
		1.2	1.0	0°	0°	329-334
$\delta_N = 0°$, $\delta_F = 0°$ - vs - $\delta_N = 30°$, $\delta_F = 30°$	J/E	0.4	4.1	-5°	0°	335-340
		0.4	1.0	-5°	0°	341-346

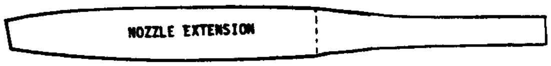
Power Setting Effects



Dry-vs-A/B

Configuration	Test Mode	Mach	NPR	δc	α	Pages
Common baseline, Dry-vs-A/B	J/E	0.4	4.2	-5°	0°	347-352
		0.6	4.2	-5°		353-358
		0.9	6.7	-5°		359-364

Canard Rotation Effects



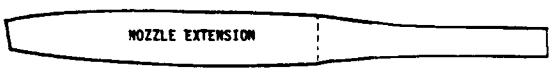
COWL LIP = 0° $\delta_F = 0°$

ALBEN A/B
$\delta_N = 0°$

ALBEN A/B
$\delta_N = 0°$

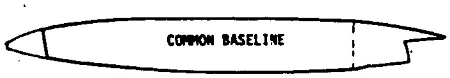
Configuration	Test Mode	Mach	MFR	NPR	α	Pages
Nozzle extension, COWL LIP = 0°, $\delta_F = 0°$	F/T	0.4	1.20	N/A	0°	365-370
		0.6	0.92		0°	371-376
		0.9	0.87		0°	377-382
		1.2	0.89		0°	383-388
		1.4	0.93		0°	389-394
Common baseline, ALBEN A/B, $\delta_N = 0°$	F/T	0.4	N/A	1.0	0°	395-400
		0.6			0°	401-406
		0.9			0°	407-412
		1.2				413-418
		1.4				419-424
Simulated aircraft, ALBEN A/B, $\delta_N = 0°$	CMAPS	0.4	1.15	2.8	0°	425-430
		0.6	0.92	3.8	0°	431-436
		0.9	0.75	4.4	0°	437-442
		1.2	0.75	7.6	0°	443-448
		1.4	0.71	7.8	0°	449-454
		0.6	0.90	4.0	5°	455-460
		0.6	0.84	3.9	9°	461-466
		0.6	0.74	3.5	18°	467-472

Wing Flap and Cowl Lip Deflection Effects



Configuration	Test Mode	Mach	MFR	NPR	α	Pages
Nozzle extension	F/T	0.4	1.11	N/A	0°	473-478

Angle of Attack Effects



ALBEN A/B
$\delta_N = 0°$

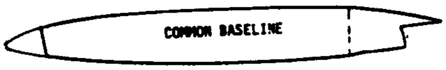
Configuration	Test Mode	Mach	MFR	NPR	δc	Pages
Common baseline, ALBEN A/B, $\delta_N = 0°$	F/T	0.4	N/A	1.0	-5°	479-484
		0.6			-5°	485-490
		0.9			-5°	491-496
		1.2			0°	497-502
		1.4			0°	503-508

Angle of Attack Effects (Continued)

ALBEN A/B
$\delta_N = 0°$

Configuration	Test Mode	Mach	MFR	NPR	δc	Pages
ALBEN A/B $\delta_N = 0°$	J/E	0.4	N/A	1.0	-5°	509-514
		0.6			-5°	515-520
		0.9			-5°	521-526
		1.2			0°	527-532
		1.4			0°	533-538
	CMAPS	0.4	N/A	1.0	-5°	539-544
		0.6			-5°	545-550
		0.9			-5°	551-556
		1.2			0°	557-562
		1.4			0°	563-568

Configuration	Test Mode	Mach	MFR	NPR	δc	Pages
	F/T	0.4	N/A	N/A	-5°	569-574
		0.6			-5°	575-580
		0.9			-5°	581-586
		1.2			0°	587-592
		1.4			0°	593-598

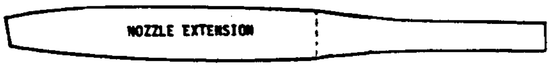


Configuration	Test Mode	Mach	MFR	NPR	δc	Pages
ALBEN A/B $\delta_N = 0°$	J/E	0.4	N/A	4.0	-5°	599-604
		0.6		4.2	-5°	605-510
		0.9		6.0	-5°	611-616
		1.2		9.0	0°	617-622
		1.4		10.3	0°	623-628

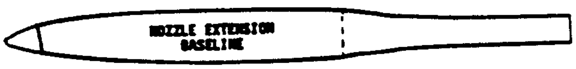
Configuration	Test Mode	Mach	MFR	NPR	δc	Pages
ALBEN A/B $\delta_N = 0°$	CMAPS	0.4	1.10	3.3	0°	629-634
		0.6	0.90	3.8	-5°	635-640
		0.9	0.75	5.3	-5°	641-646
		1.2	0.75	7.5	0°	647-652
		1.4	0.80	9.6	0°	653-658

Configuration	Test Mode	Mach	MFR	NPR	δc	Pages
ALBEN A/B $\delta_N = 20°$	J/E	0.4	N/A	4.0	-5°	659-664
		0.6		4.2	-5°	665-670
		0.9		6.1	-5°	671-676
		1.2		8.9	0°	677-682
ALBEN A/B $\delta_N = 30°$ $\delta_F = 30°$	J/E	0.4	N/A	4.0	0°	683-688
ALBEN DRY $\delta_N = 0°$	J/E	0.4	N/A	6.9	-5°	689-694
		0.6		4.7	-5°	695-700
		0.9		6.8	-5	701-706

Angle of Attack Effects (Continued)

Configuration	Test Mode	Mach	MFR	NPR	δ_c	Pages
	F/T	0.4	1.21	N/A	-5°	707-712
		0.6	0.92	↓	-5°	713-718
COWL LIP = 0° δ_F = 0°		0.9	0.87		-5°	719-724
		1.2	0.89		0°	725-730
		1.4	0.93		0°	731-736
COWL LIP = 45° δ_F = 30°	F/T	0.4	1.11	N/A	0°	737-742
COWL LIP = 45° δ_F = 0°	F/T	0.6	0.85	N/A	-5°	743-748
		0.9	0.85			749-754
	CMAPS	0.4	1.18	N/A	0°	755-760
		0.6	0.92	↓	0°	761-766
		0.9	0.87		0°	767-772
COWL LIP = 0° δ_F = 0°		1.2	0.89		0°	773-778
		1.4	0.95		0°	779-784

Nozzle Extension Effects

Configuration	Test Mode	Mach	MFR	NPR	δ_c	Pages
	F/T	0.4	N/A	N/A	-5°	785-790
		0.6	↓	↓	-5°	791-796
— VS —		0.9			-5°	797-802
		1.2			0°	803-808
		1.4			0°	809-814

COMPRESSOR FACE TOTAL PRESSURE CHARACTERISTICS - The compressor face total pressure characteristics are presented in terms of distortion, recovery and local recovery contour distributions.

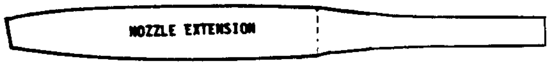
Angle of Attack and Mass Flow Ratio Effects

Each figure in this section consists of the following plots:

A Distortion and Recovery Variations

B Recovery Contour @ Low Angle of Attack

C Recovery Contour @ High Angle of Attack

Configuration	Test Mode	Mach	δ_C	Pages
	F/T	0.4	-5°	815-817
COWL LIP = 0° δ_F = 0°		0.6	-5°	818-820
		0.9	-5°	821-823
		1.2	0°	824-826
		1.4	0°	827-829

Inlet Droop Lip Effects

Each figure in this section consists of the following plots:

A Distortion and Recovery Variations for 0° Lip and 45° Lip Rotations

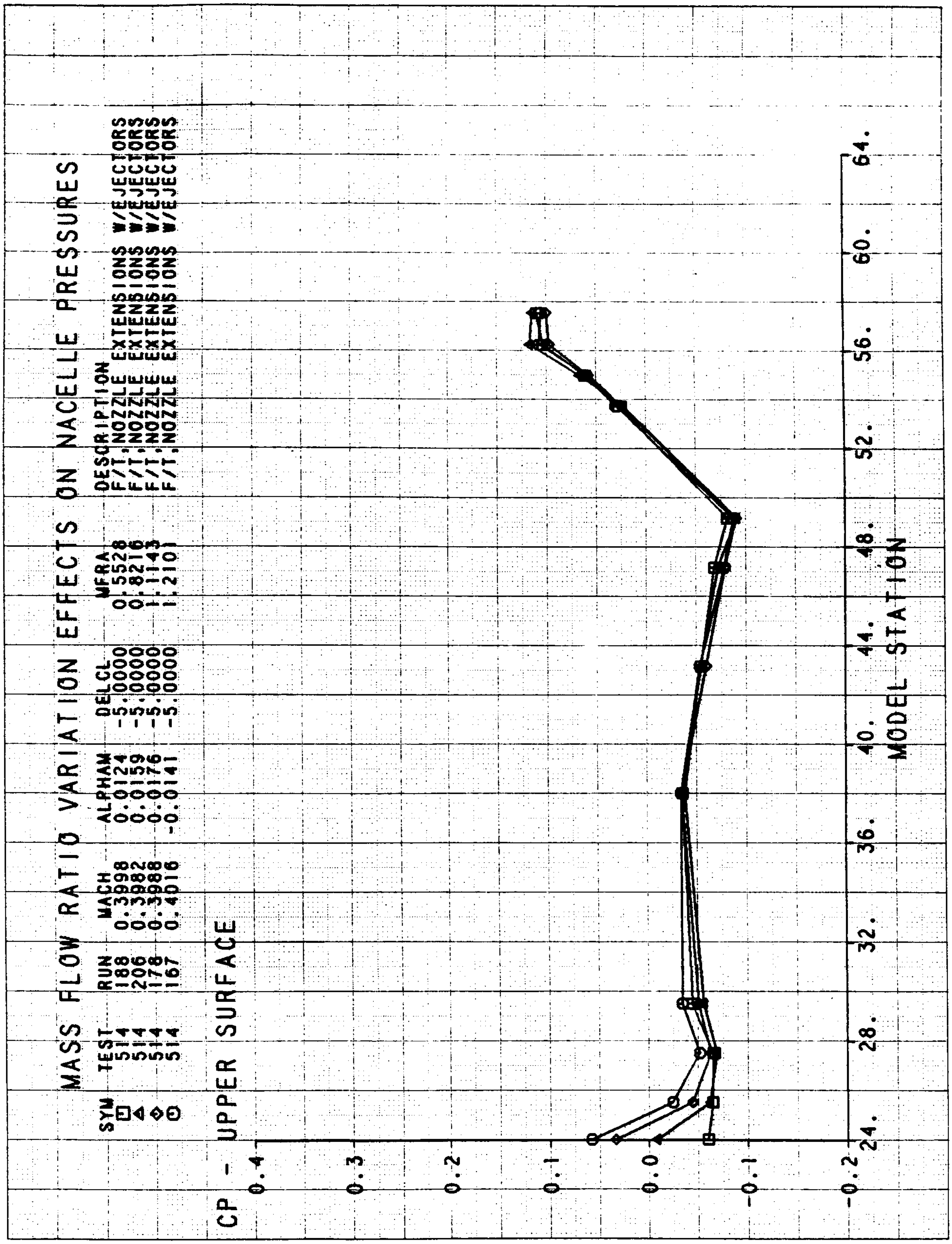
B Recovery Contour @ Low Angle of Attack and 0° Lip Rotation

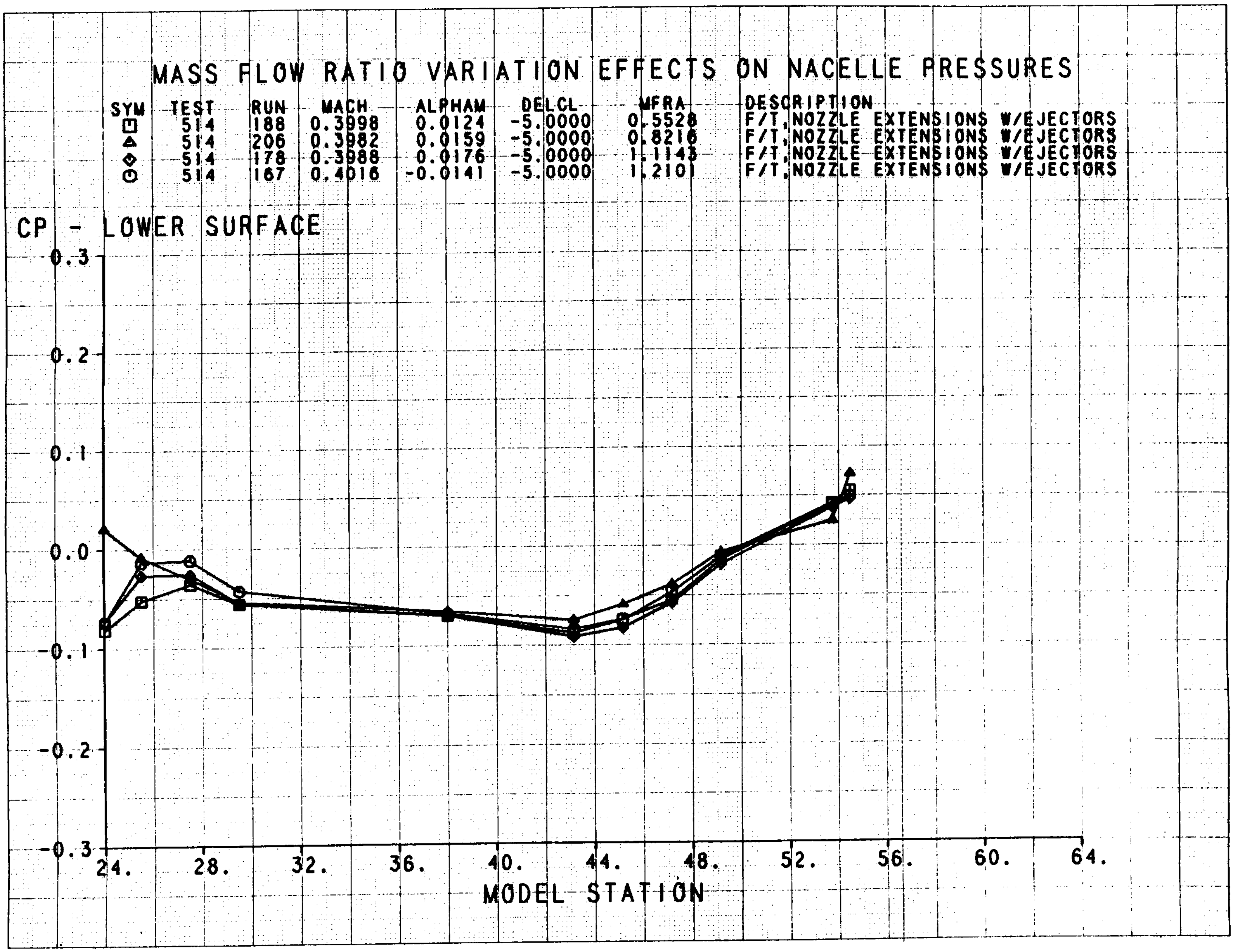
C Recovery Contour @ Low Angle of Attack and 45° Lip Rotation

D Recovery Contour @ High Angle of Attack and 0° Lip Rotation

E Recovery Contour @ High Angle of Attack and 45° Lip Rotation

Configuration	Test Mode	Mach	MFR	δ_C	Pages
	F/T	0.4	0.6	0°	830-834
		0.4	0.8	0°	835-839
		0.4	1.1	0°	840-844
		0.6	0.9	-5°	845-849
		0.9	0.9	-5°	850-854


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 188 0.3998 0.0124 -5.0000 0.5528 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 206 0.3982 0.0159 -5.0000 0.8216 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 178 0.3988 0.0176 -5.0000 1.1143 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 167 0.4016 -0.0141 -5.0000 1.2101 F/T,NOZZLE EXTENSIONS W/EJECTORS
UPPER SURFACE
CP -
0.4
0.3
0.2
0.1
0.0
-0.1
-0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



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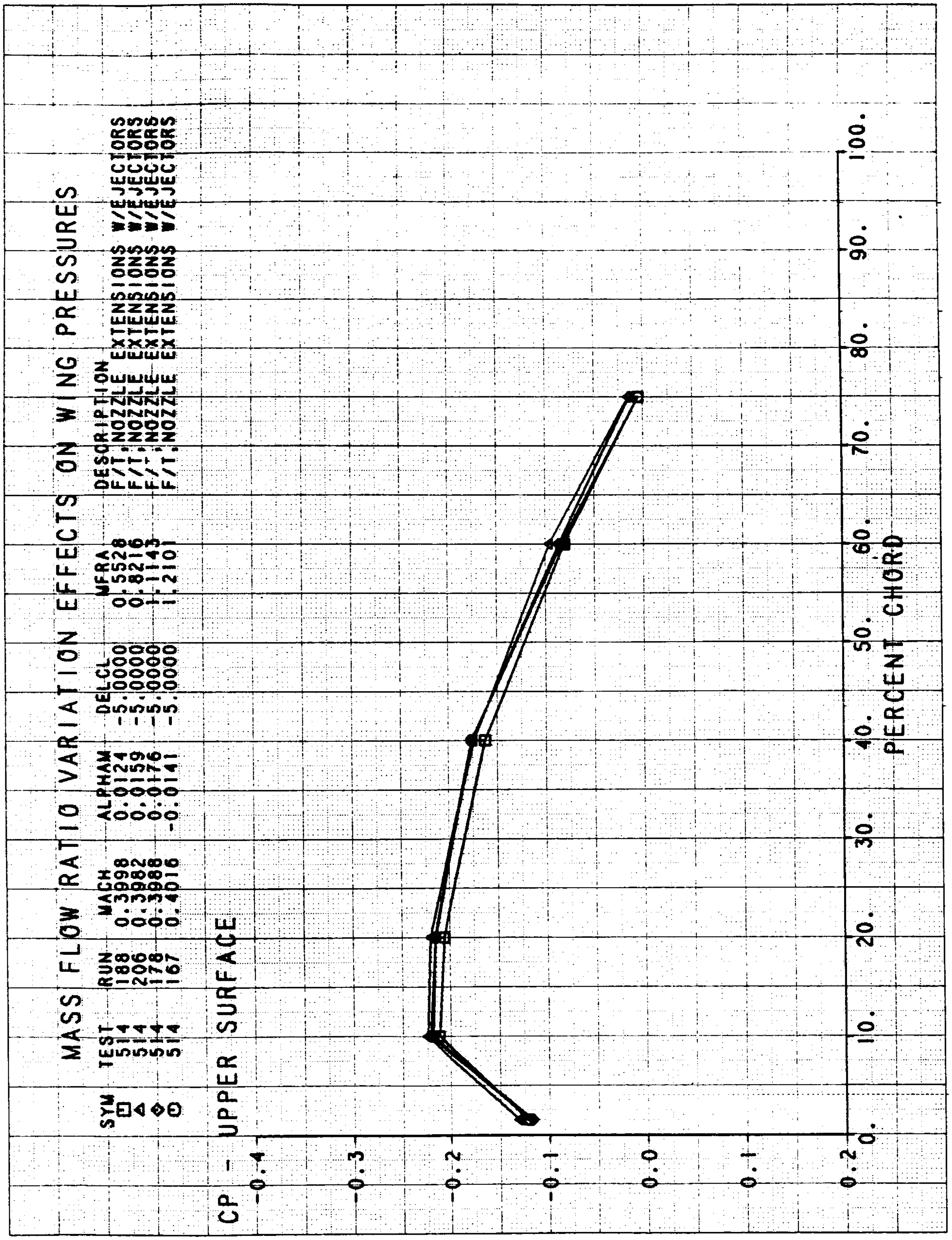
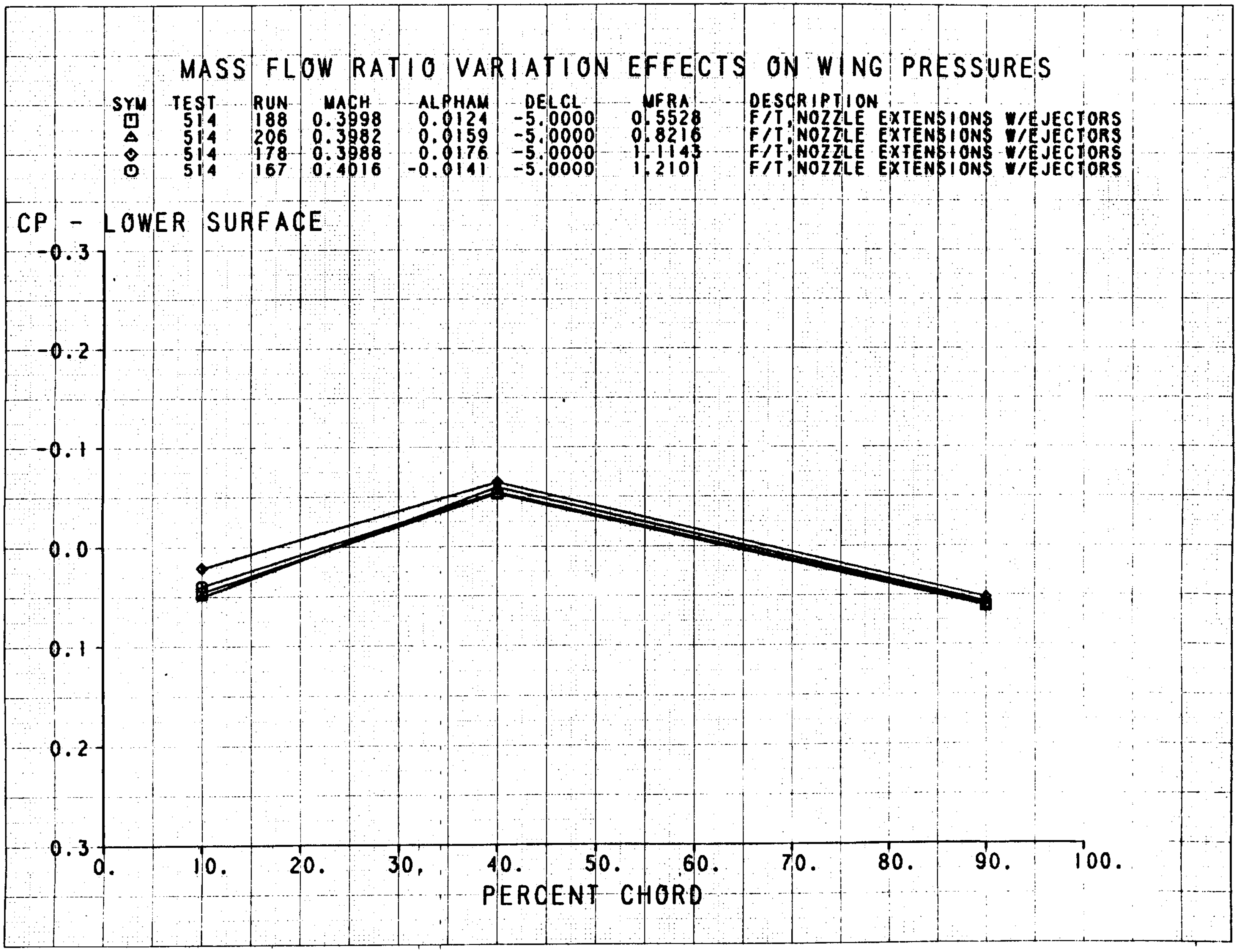
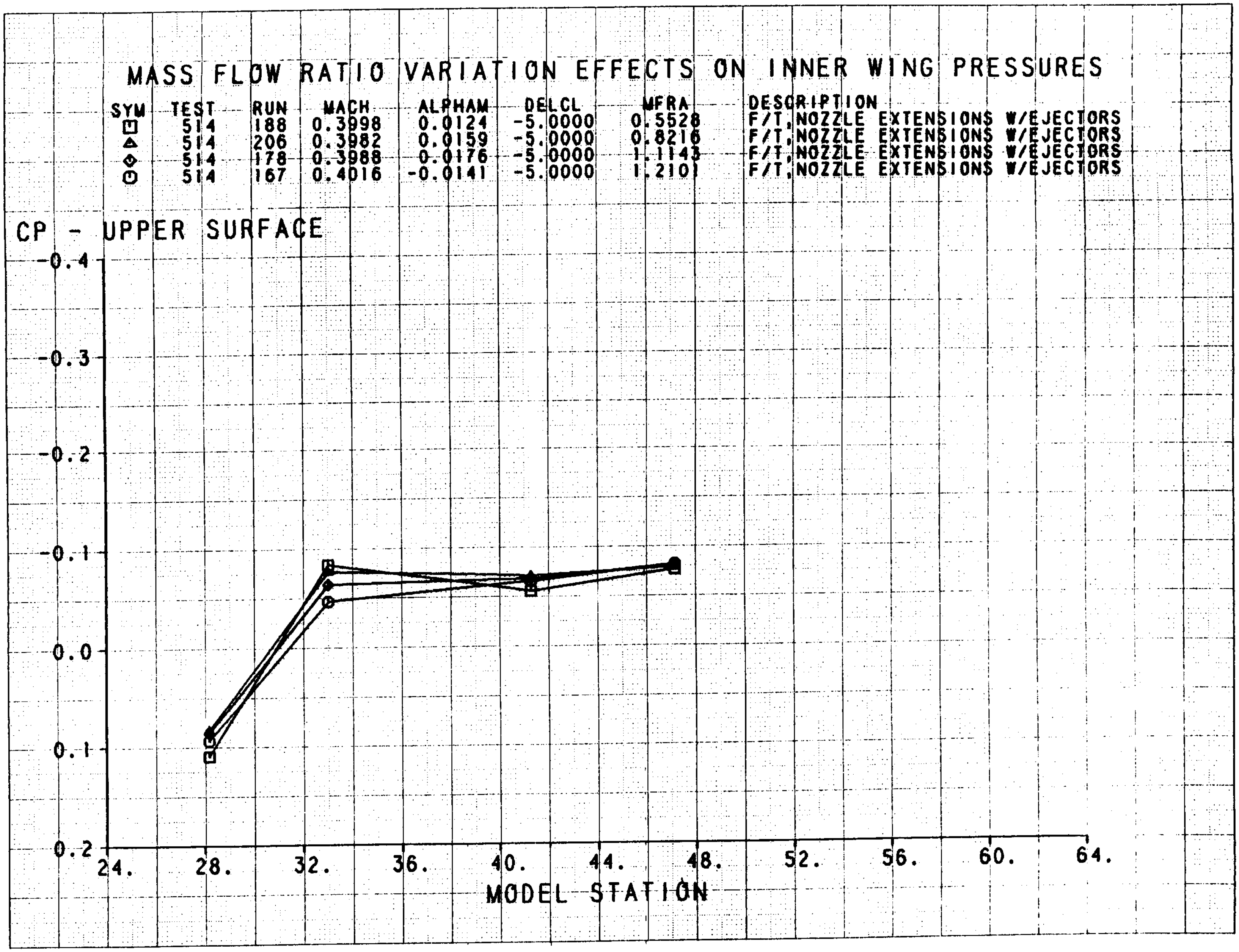
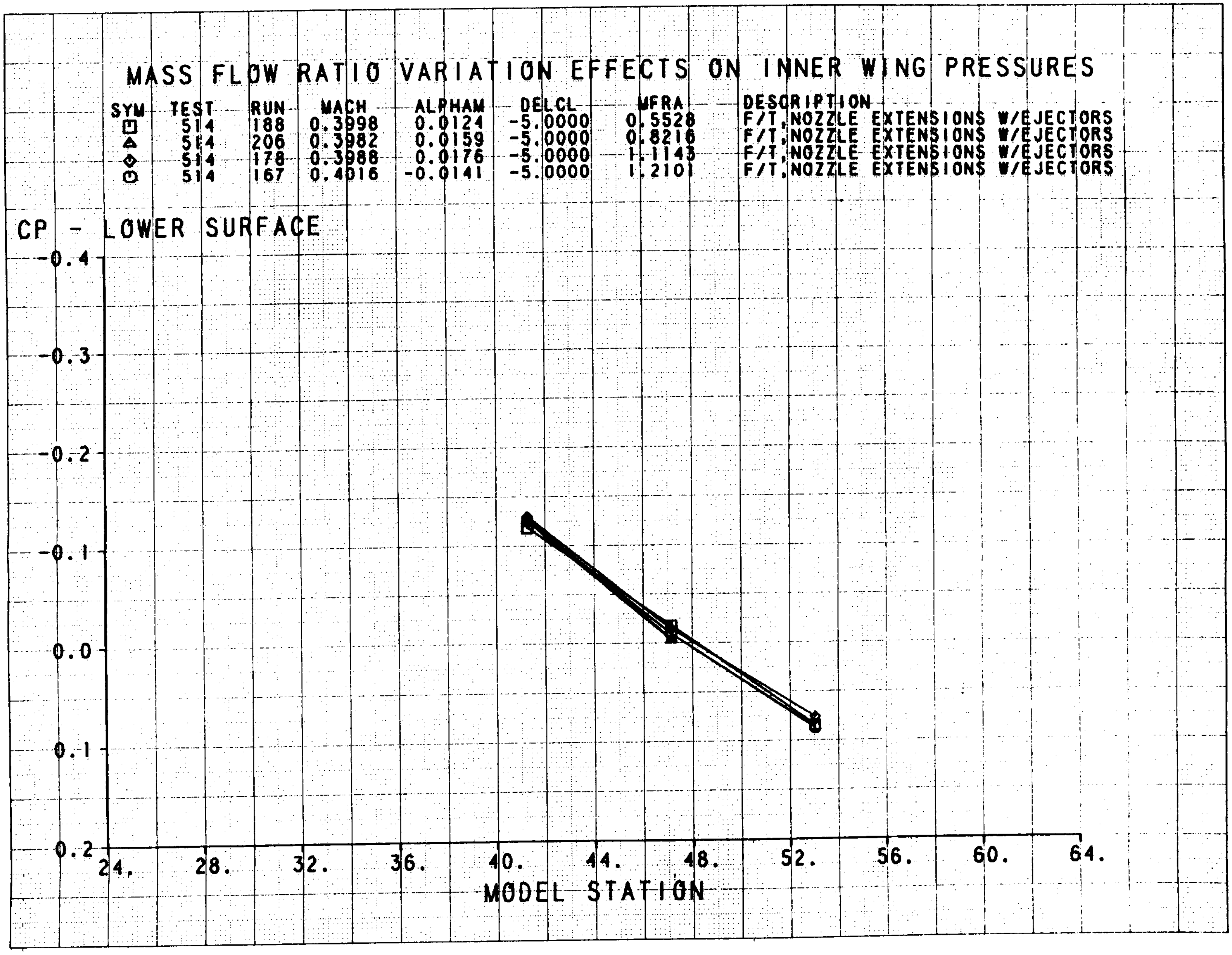
OF POOR QUALITY

ORIGINAL PAGE IS
OF POOR QUALITY

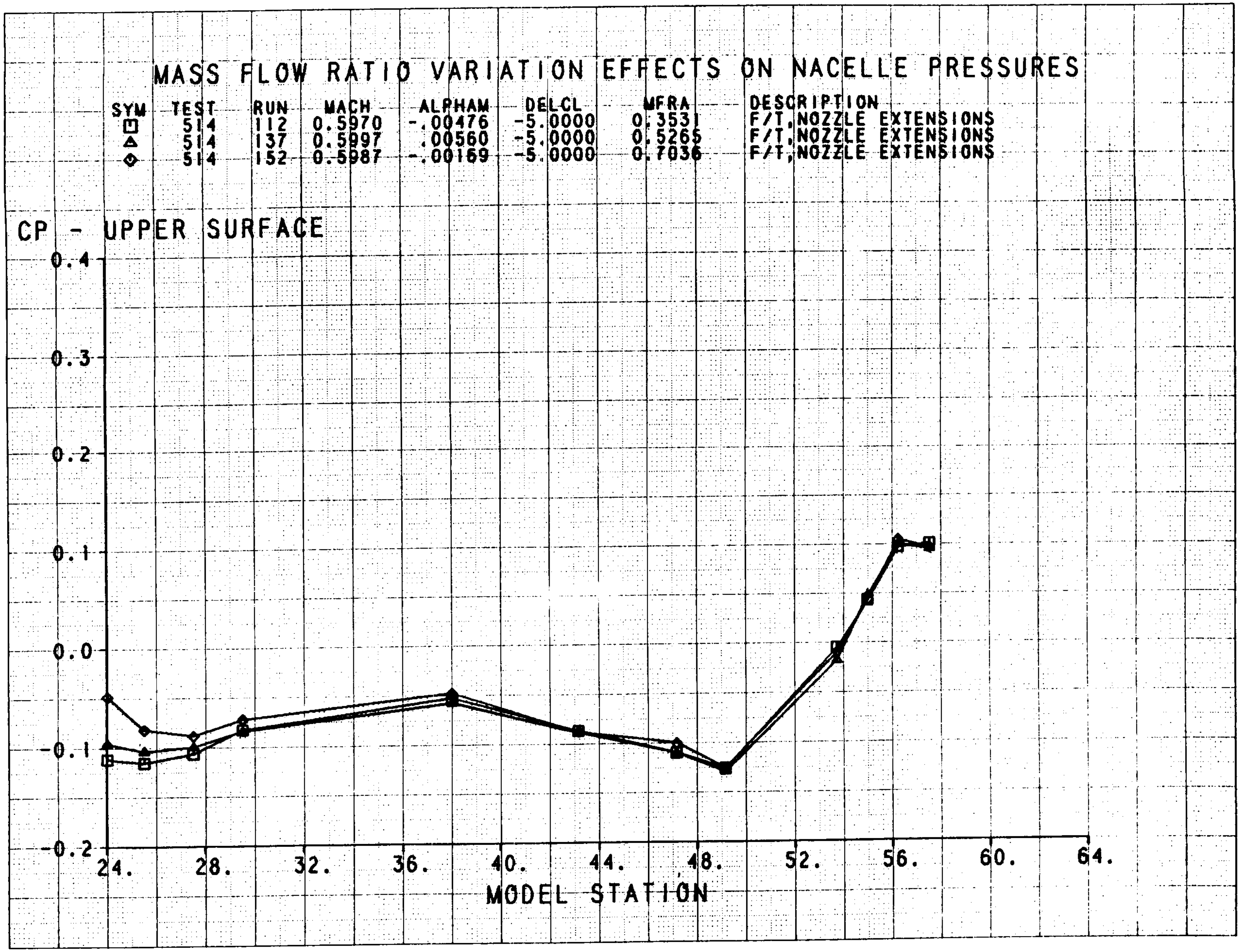


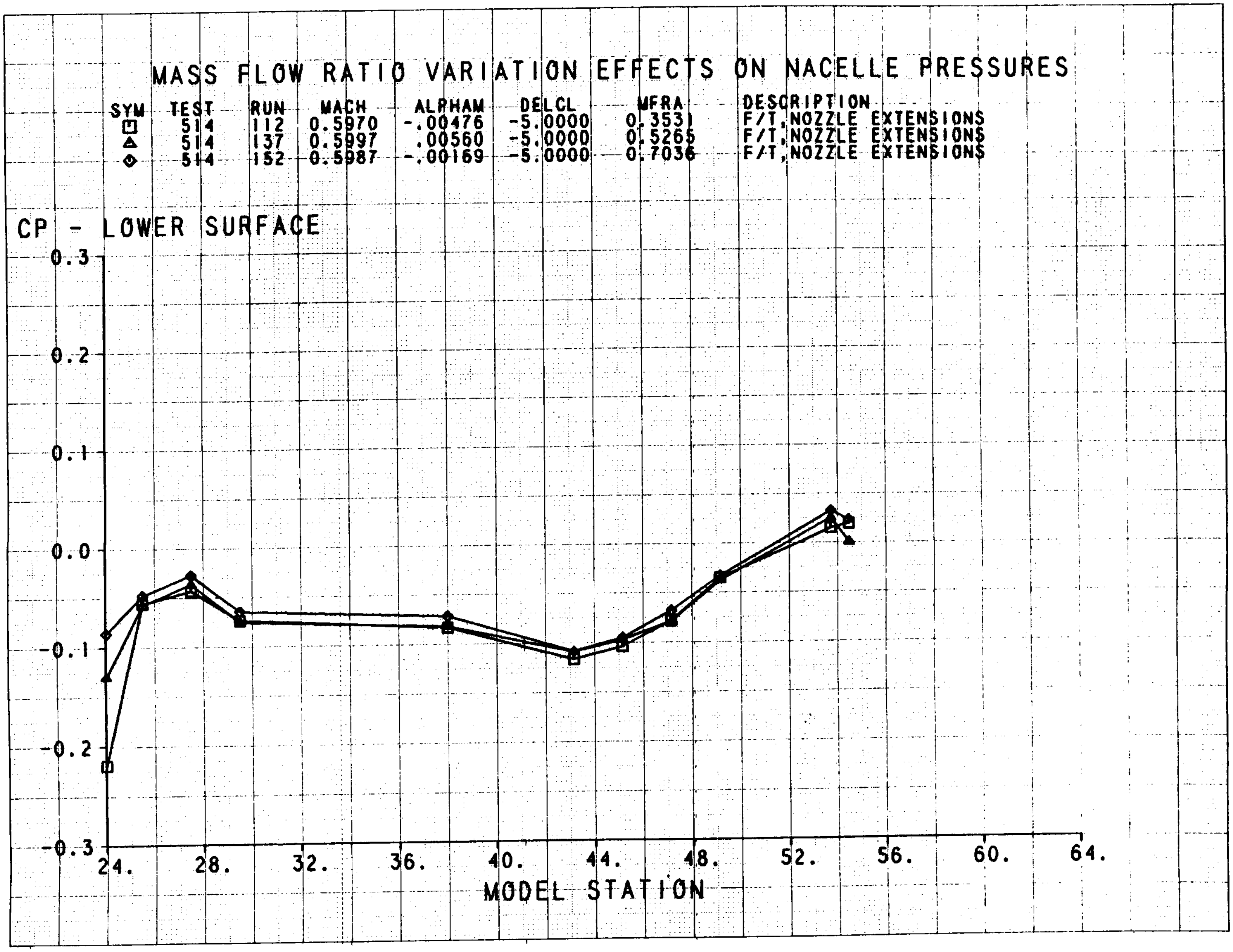

MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 188 0.3998 0.0124 -5.0000 0.5528 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 206 0.3982 0.0159 -5.0000 0.8216 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 178 0.3988 0.0176 -5.0000 1.1143 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 -0.0141 -5.0000 1.2101 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

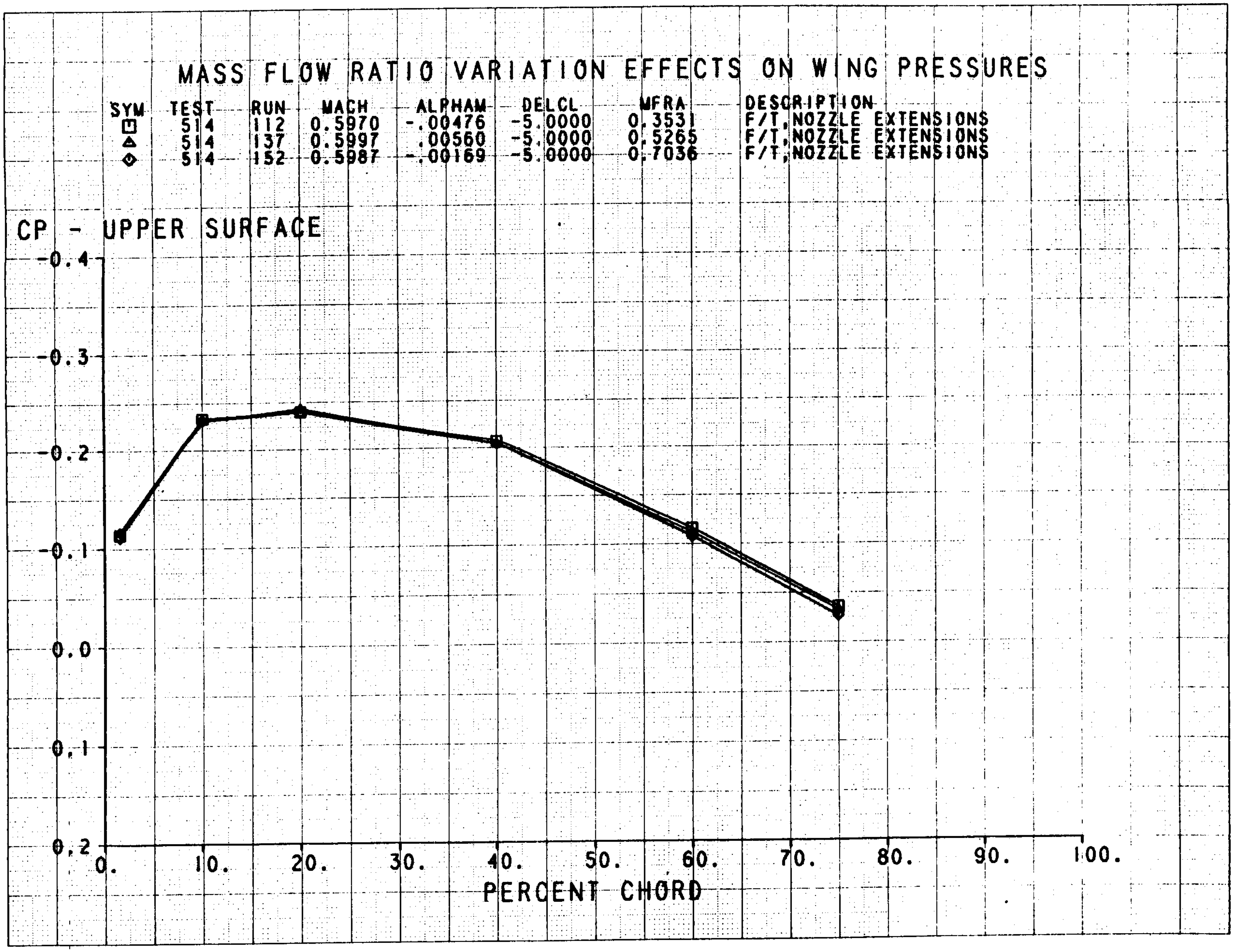

MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 188 0.3998 0.0124 -5.0000 0.5528 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 206 0.3982 0.0159 -5.0000 0.8216 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 178 0.3988 0.0176 -5.0000 1.1143 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 167 0.4016 -0.0141 -5.0000 1.2101 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 188 0.3998 0.0124 -5.0000 0.5528 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 206 0.3982 0.0159 -5.0000 0.8216 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 178 0.3988 0.0176 -5.0000 1.1143 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 167 0.4016 -0.0141 -5.0000 1.2101 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

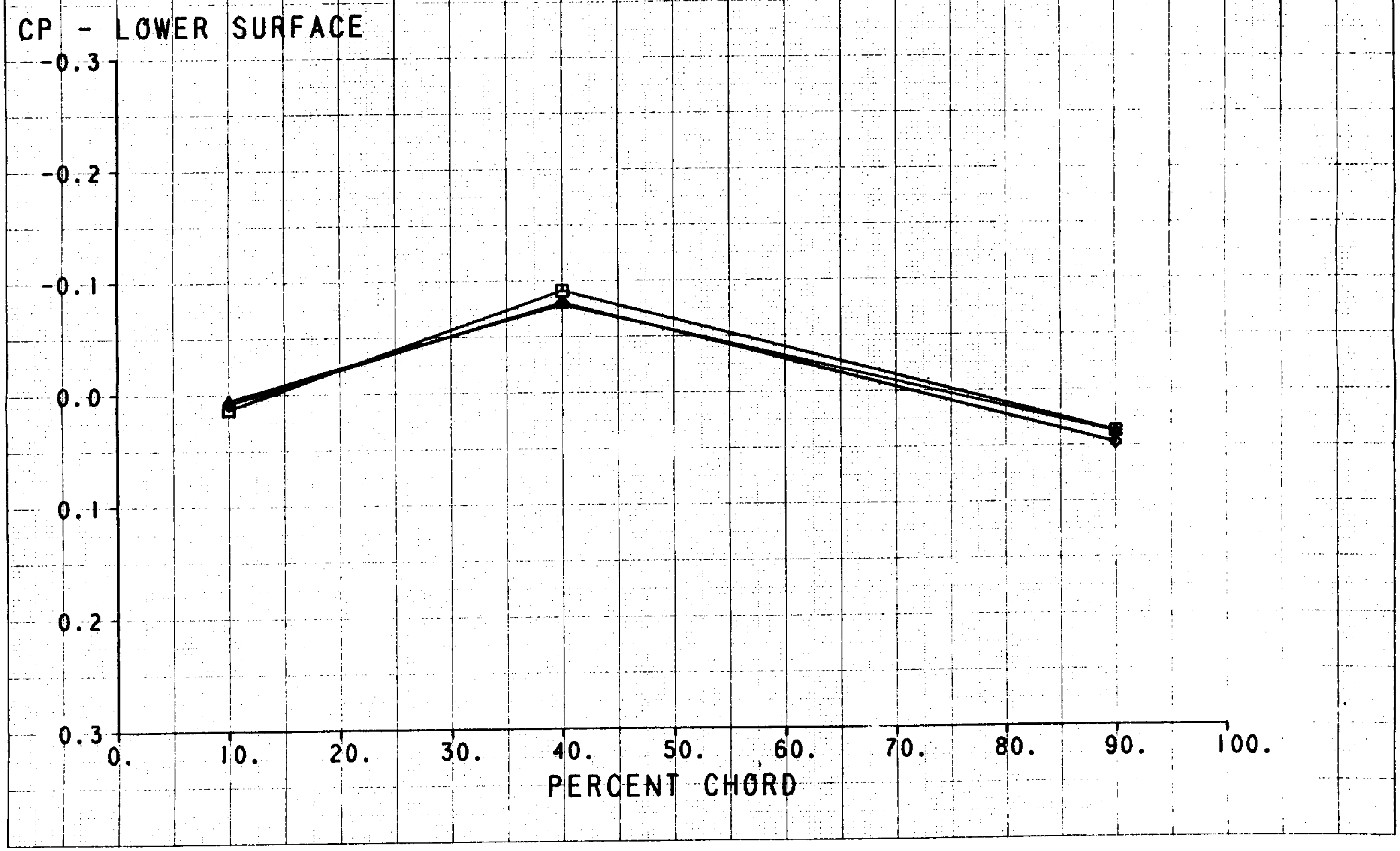

MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 112 0.5970 -.00476 -5.0000 0.3531 F/T,NOZZLE EXTENSIONS
△ 514 137 0.5997 .00560 -5.0000 0.5265 F/T,NOZZLE EXTENSIONS
◇ 514 152 0.5987 -.00169 -5.0000 0.7036 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.4
0.3
0.2
0.1
0.0
-0.1
-0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

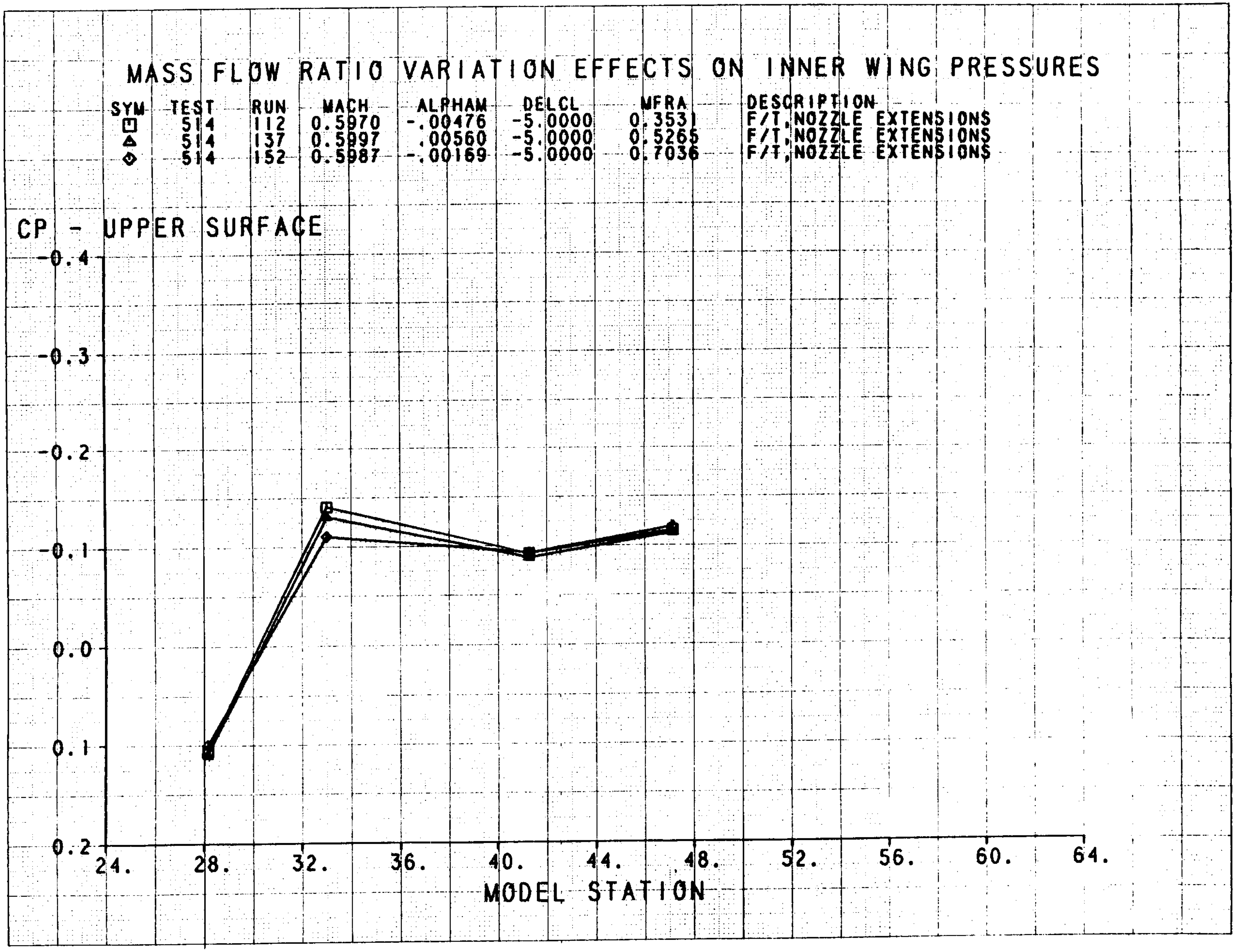

MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 112 0.5970 -.00476 -5.0000 0.3531 F/T,NOZZLE EXTENSIONS
△ 514 137 0.5997 .00560 -5.0000 0.5265 F/T,NOZZLE EXTENSIONS
◇ 514 152 0.5987 -.00169 -5.0000 0.7036 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 112 0.5970 -.00476 -5.0000 0.3531 F/T,NOZZLE EXTENSIONS
△ 514 137 0.5997 .00560 -5.0000 0.5265 F/T,NOZZLE EXTENSIONS
◇ 514 152 0.5987 -.00169 -5.0000 0.7036 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

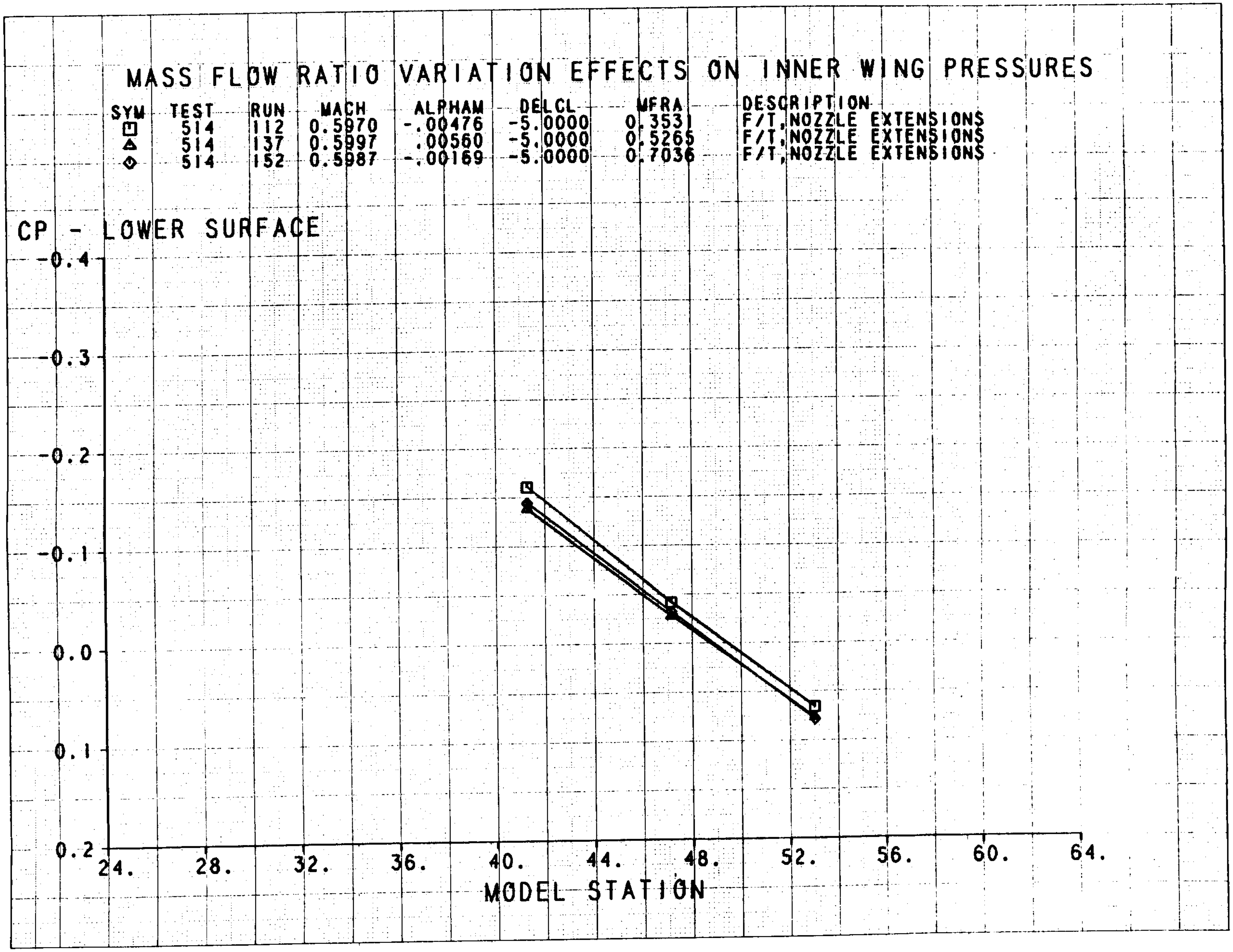
MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	DESCRIPTION
□	514	112	0.5970	-.00476	-5.0000	0.3531	F/T,NOZZLE EXTENSIONS
△	514	137	0.5997	.00560	-5.0000	0.5265	F/T,NOZZLE EXTENSIONS
◇	514	152	0.5987	-.00169	-5.0000	0.7036	F/T,NOZZLE EXTENSIONS

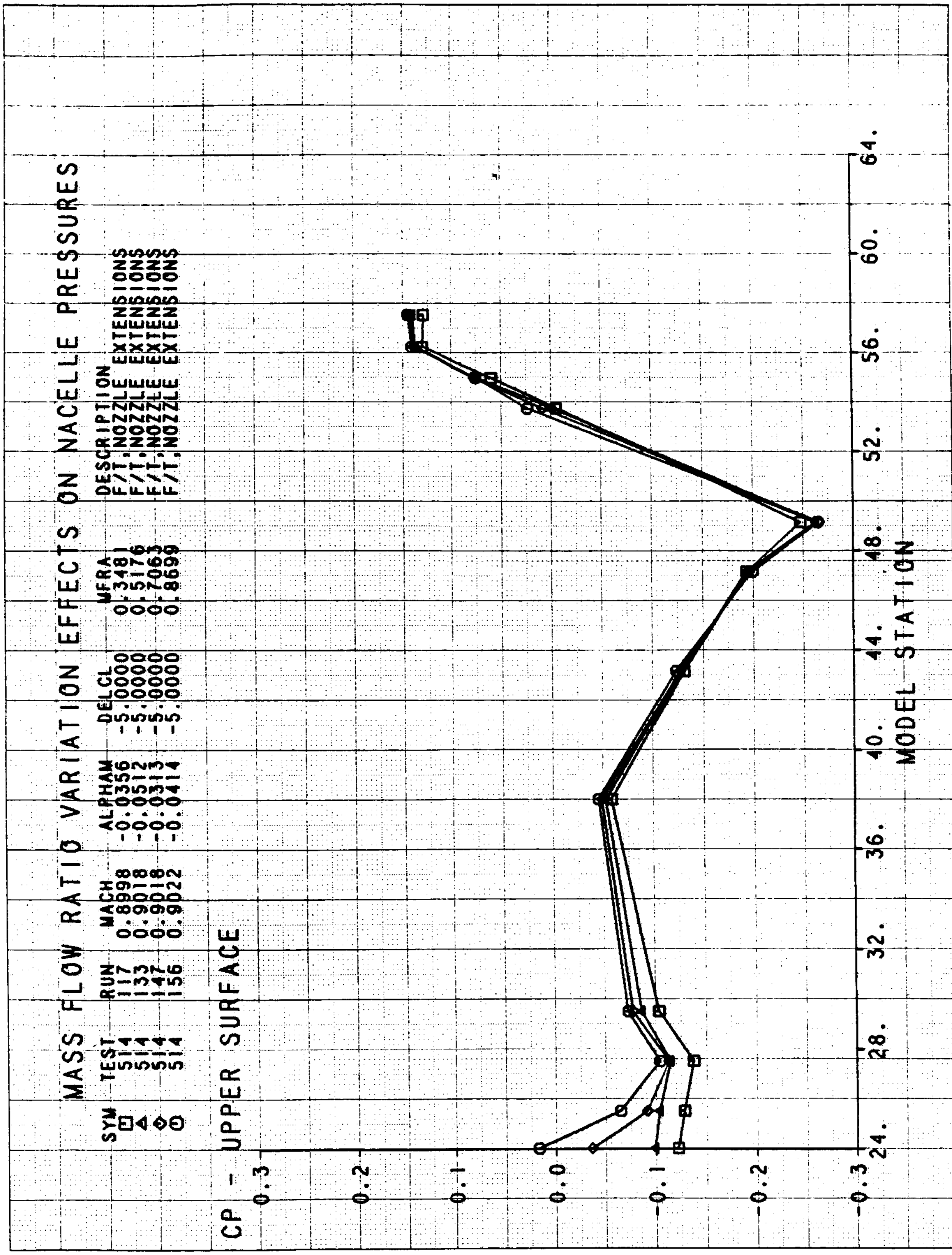




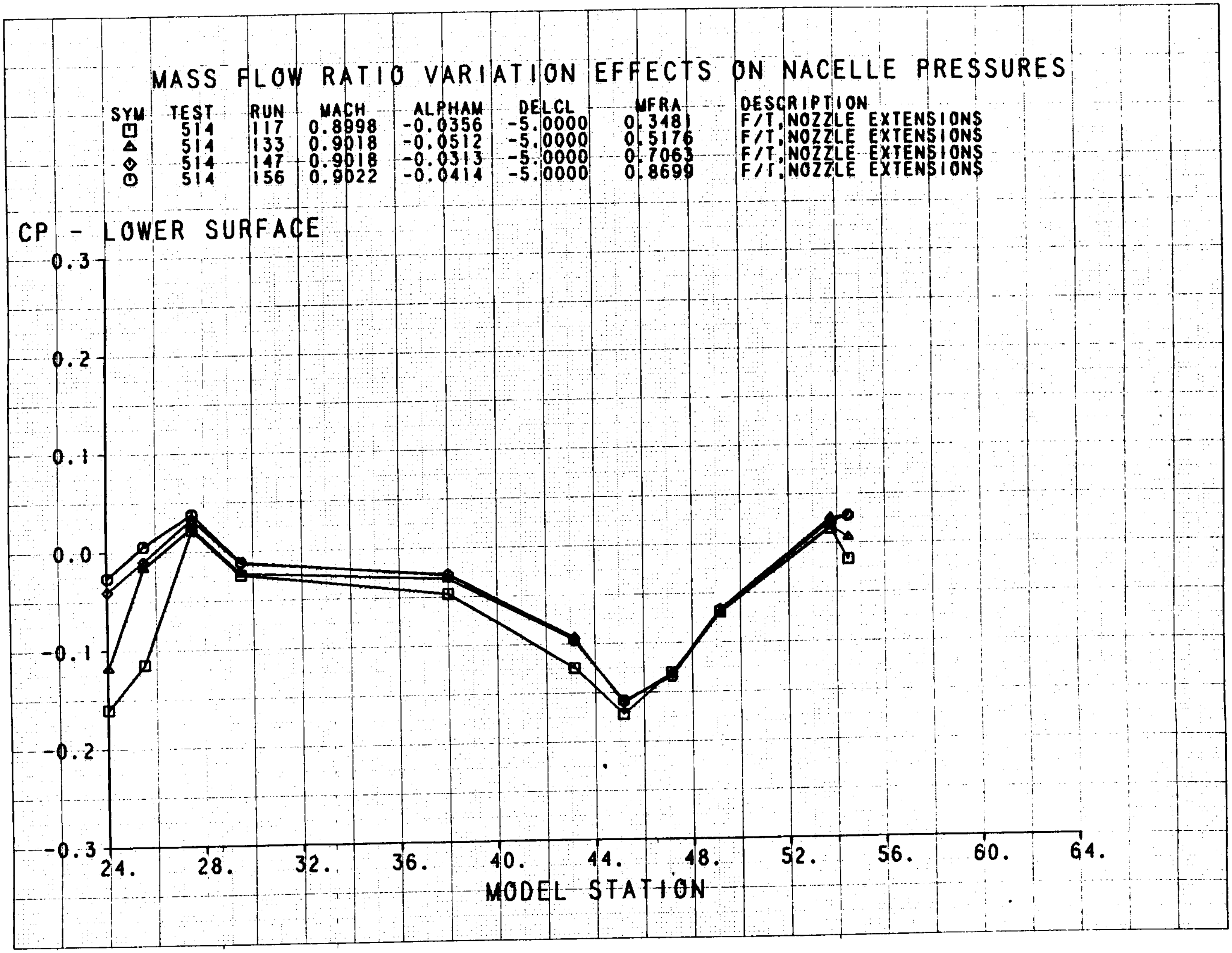
MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 112 0.5970 -.00476 -5.0000 0.3531 F/T,NOZZLE EXTENSIONS
△ 514 137 0.5997 .00560 -5.0000 0.5265 F/T,NOZZLE EXTENSIONS
◇ 514 152 0.5987 -.00169 -5.0000 0.7036 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

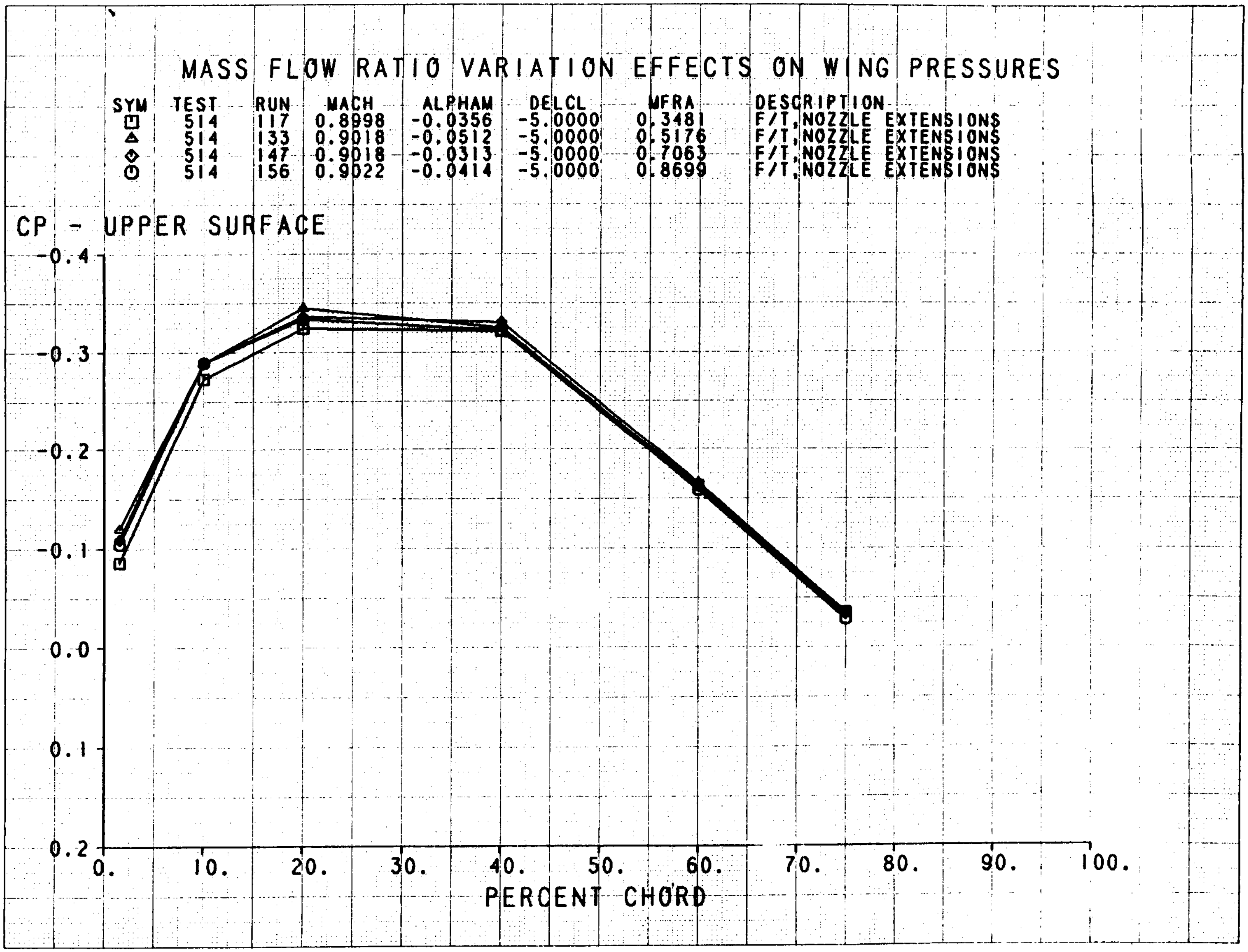


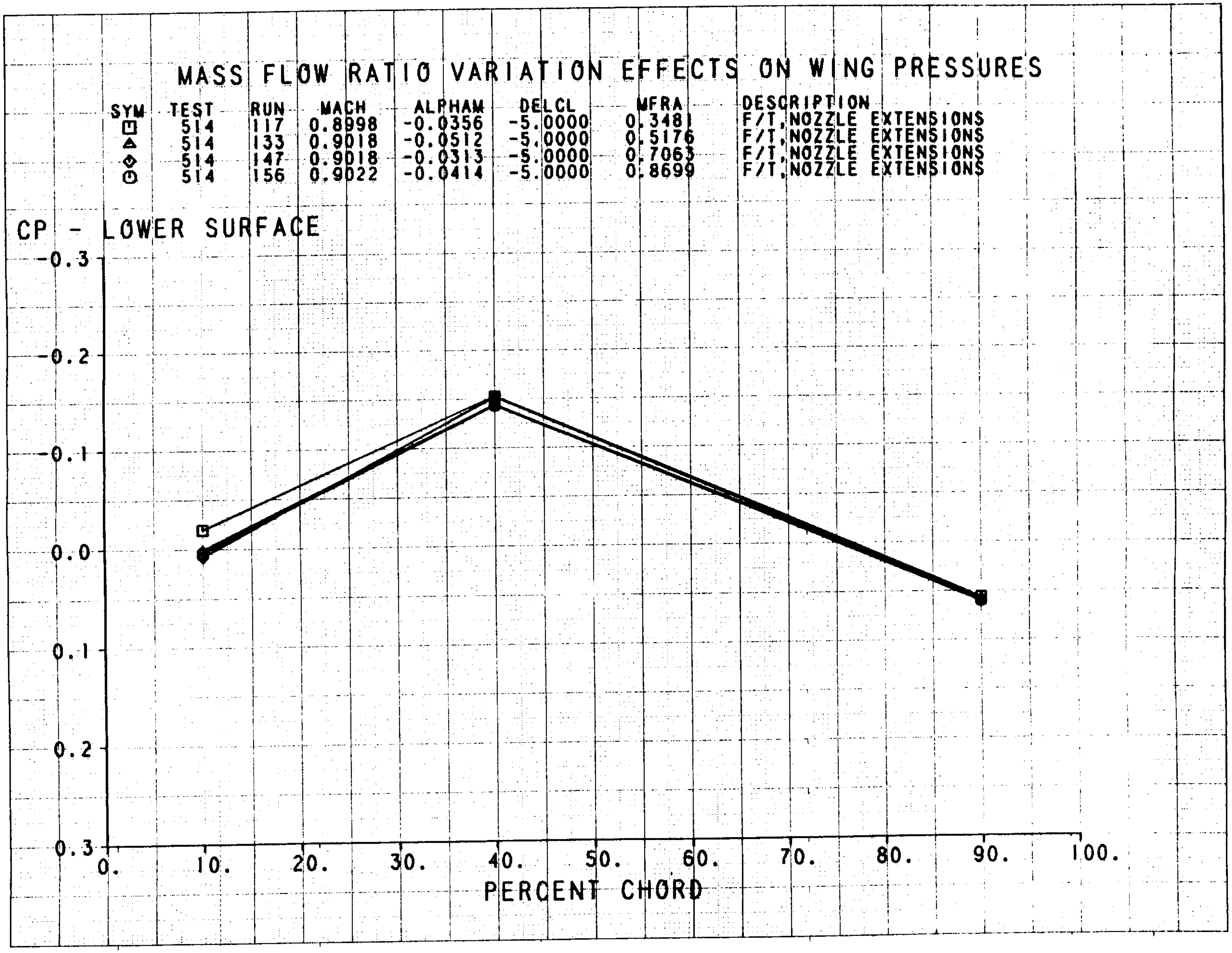
MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 112 0.5970 -.00476 -5.0000 0.3531 F/T,NOZZLE EXTENSIONS
△ 514 137 0.5997 .00560 -5.0000 0.5265 F/T,NOZZLE EXTENSIONS
◇ 514 152 0.5987 -.00169 -5.0000 0.7036 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

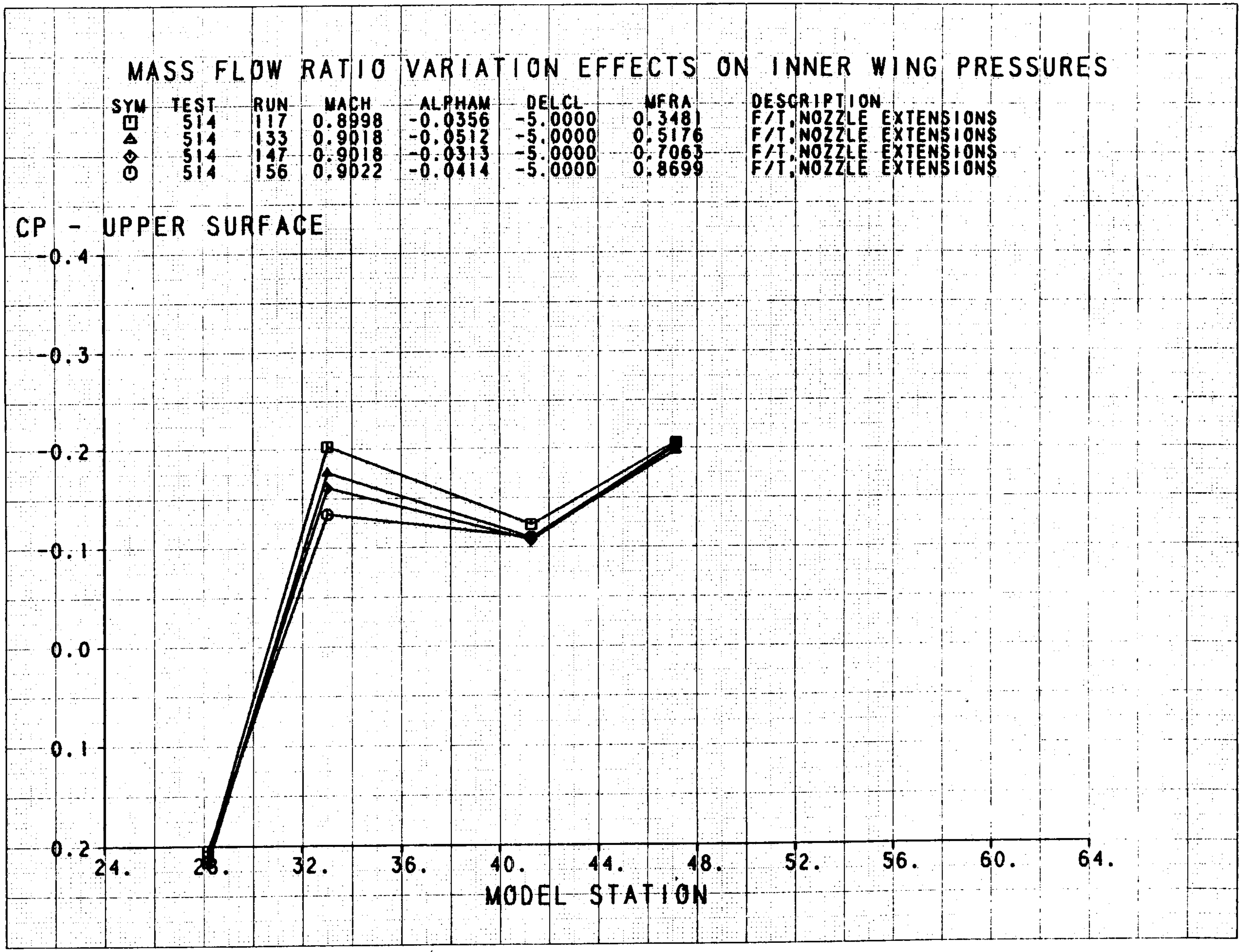


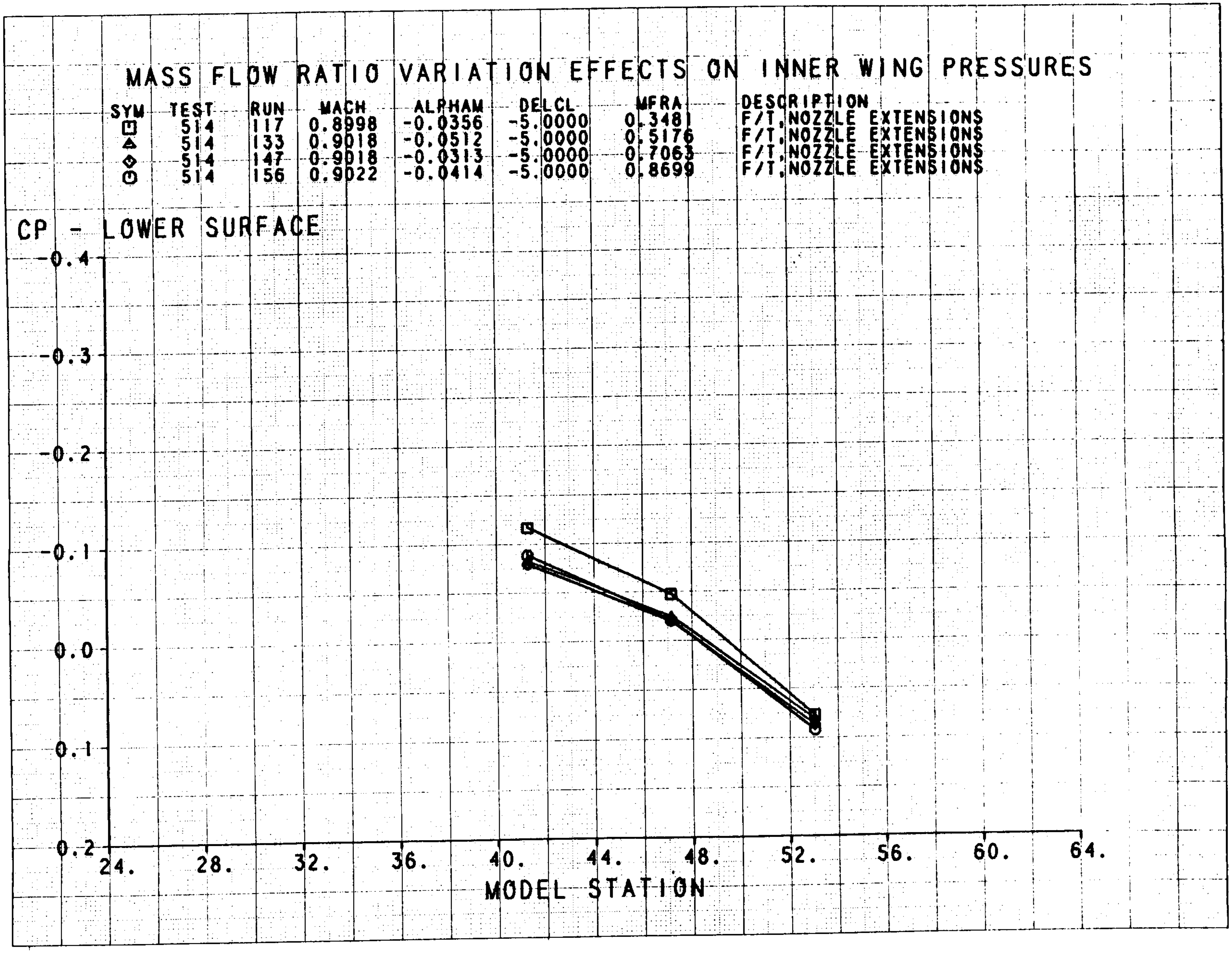
MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 117 0.8998 -0.0356 -5.0000 0.3481 F/T,NOZZLE EXTENSIONS
△ 514 133 0.9018 -0.0512 -5.0000 0.5176 F/T,NOZZLE EXTENSIONS
◇ 514 147 0.9018 -0.0313 -5.0000 0.7063 F/T,NOZZLE EXTENSIONS
⊙ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
UPPER SURFACE
CP
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

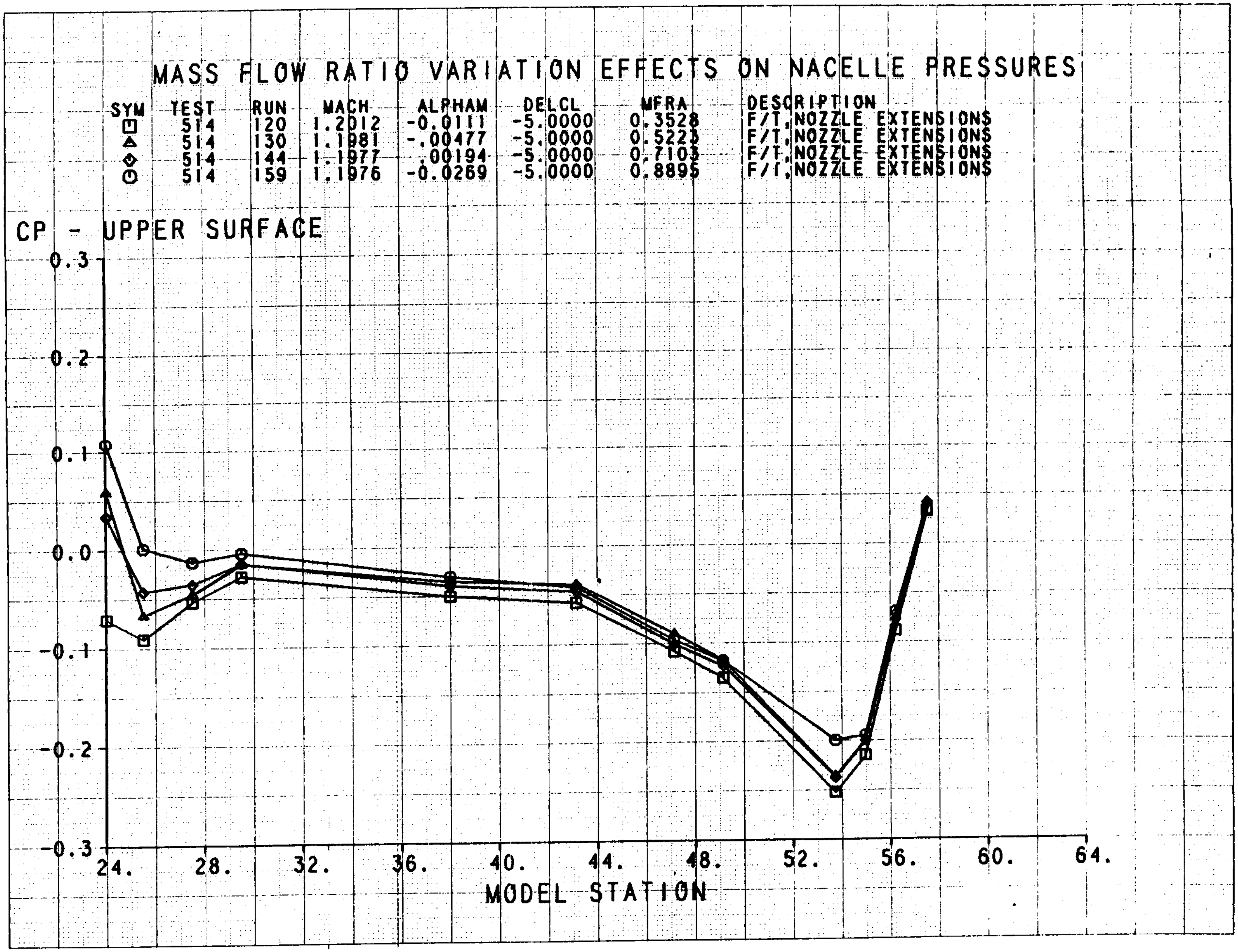

MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 117 0.8998 -0.0356 -5.0000 0.3481 F/T,NOZZLE EXTENSIONS
△ 514 133 0.9018 -0.0512 -5.0000 0.5176 F/T,NOZZLE EXTENSIONS
◇ 514 147 0.9018 -0.0313 -5.0000 0.7063 F/T,NOZZLE EXTENSIONS
○ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 117 0.8998 -0.0356 -5.0000 0.3481 F/T,NOZZLE EXTENSIONS
△ 514 133 0.9018 -0.0512 -5.0000 0.5176 F/T,NOZZLE EXTENSIONS
◇ 514 147 0.9018 -0.0313 -5.0000 0.7063 F/T,NOZZLE EXTENSIONS
○ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

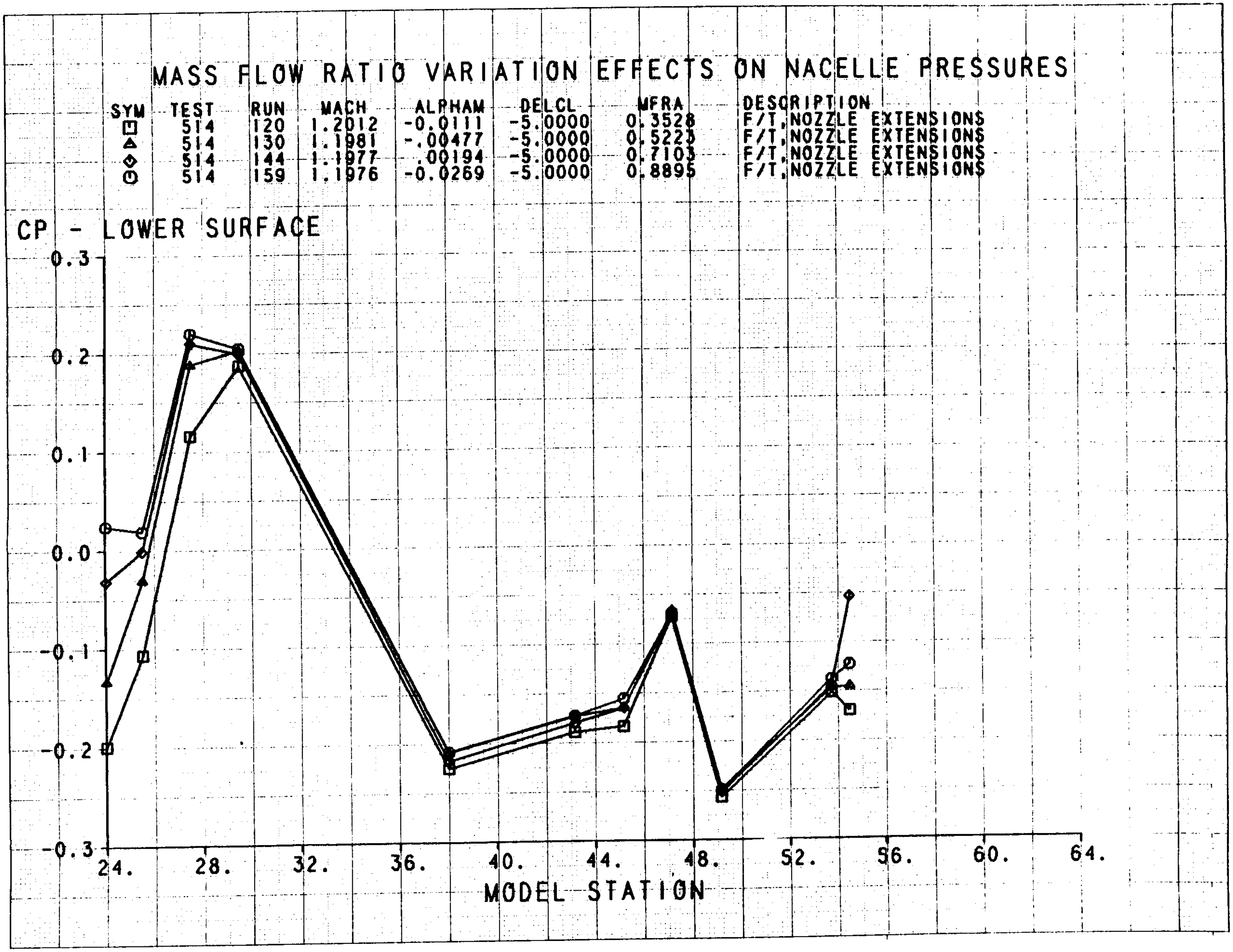

MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 117 0.8998 -0.0356 -5.0000 0.3481 F/T,NOZZLE EXTENSIONS
△ 514 133 0.9018 -0.0512 -5.0000 0.5176 F/T,NOZZLE EXTENSIONS
◇ 514 147 0.9018 -0.0313 -5.0000 0.7063 F/T,NOZZLE EXTENSIONS
○ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

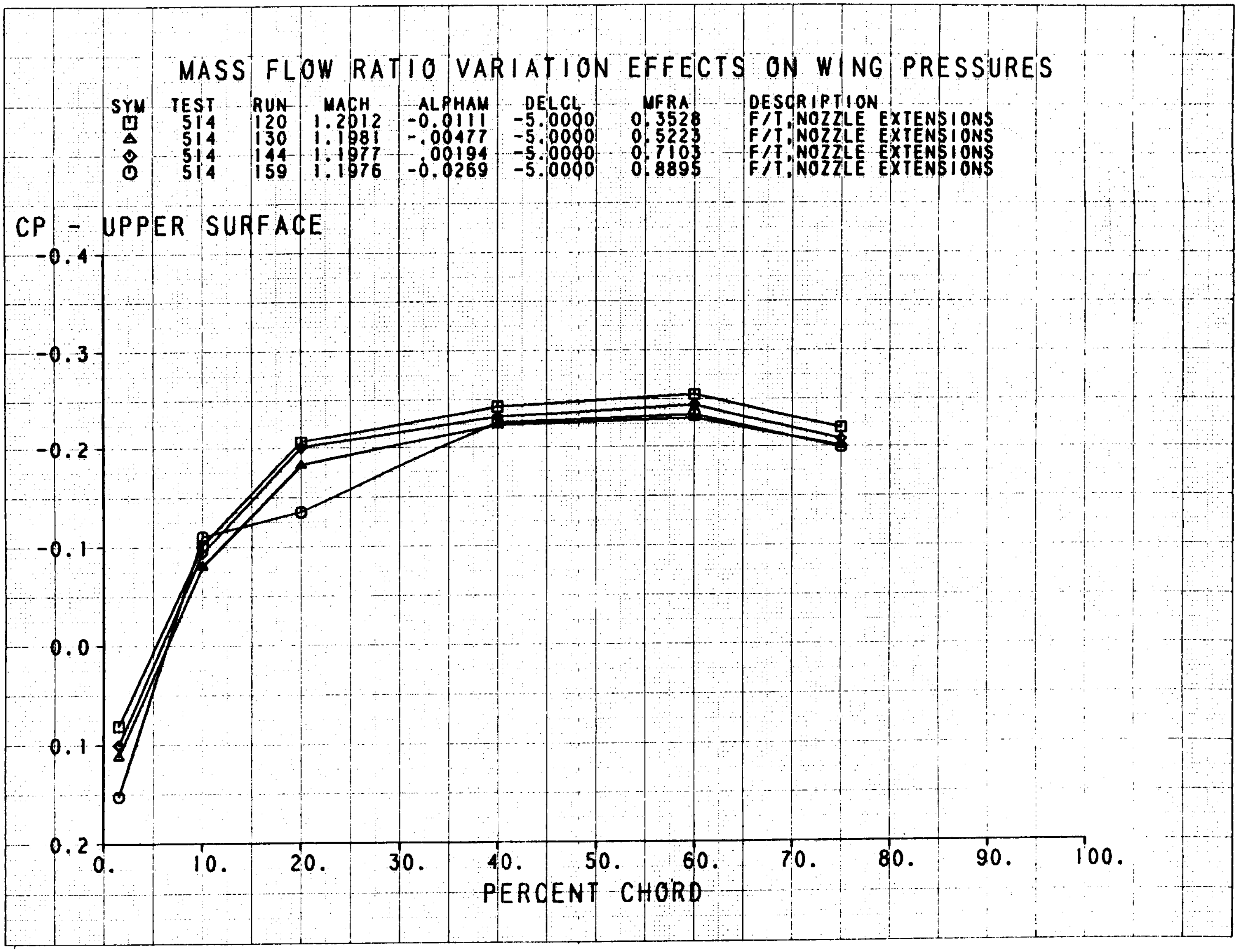

MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 117 0.8998 -0.0356 -5.0000 0.3481 F/T,NOZZLE EXTENSIONS
514 133 0.9018 -0.0512 -5.0000 0.5176 F/T,NOZZLE EXTENSIONS
514 147 0.9018 -0.0313 -5.0000 0.7063 F/T,NOZZLE EXTENSIONS
514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 117 0.8998 -0.0356 -5.0000 0.3481 F/T,NOZZLE EXTENSIONS
△ 514 133 0.9018 -0.0512 -5.0000 0.5176 F/T,NOZZLE EXTENSIONS
◇ 514 147 0.9018 -0.0313 -5.0000 0.7063 F/T,NOZZLE EXTENSIONS
○ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 120 1.2012 -0.0111 -5.0000 0.3528 F/T,NOZZLE EXTENSIONS
514 130 1.1981 -.00477 -5.0000 0.5223 F/T,NOZZLE EXTENSIONS
514 144 1.1977 .00194 -5.0000 0.7103 F/T,NOZZLE EXTENSIONS
514 159 1.1976 -0.0269 -5.0000 0.8895 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 120 1.2012 -0.0111 -5.0000 0.3528 F/T,NOZZLE EXTENSIONS
△ 514 130 1.1981 -.00477 -5.0000 0.5223 F/T,NOZZLE EXTENSIONS
◇ 514 144 1.1977 .00194 -5.0000 0.7103 F/T,NOZZLE EXTENSIONS
○ 514 159 1.1976 -0.0269 -5.0000 0.8895 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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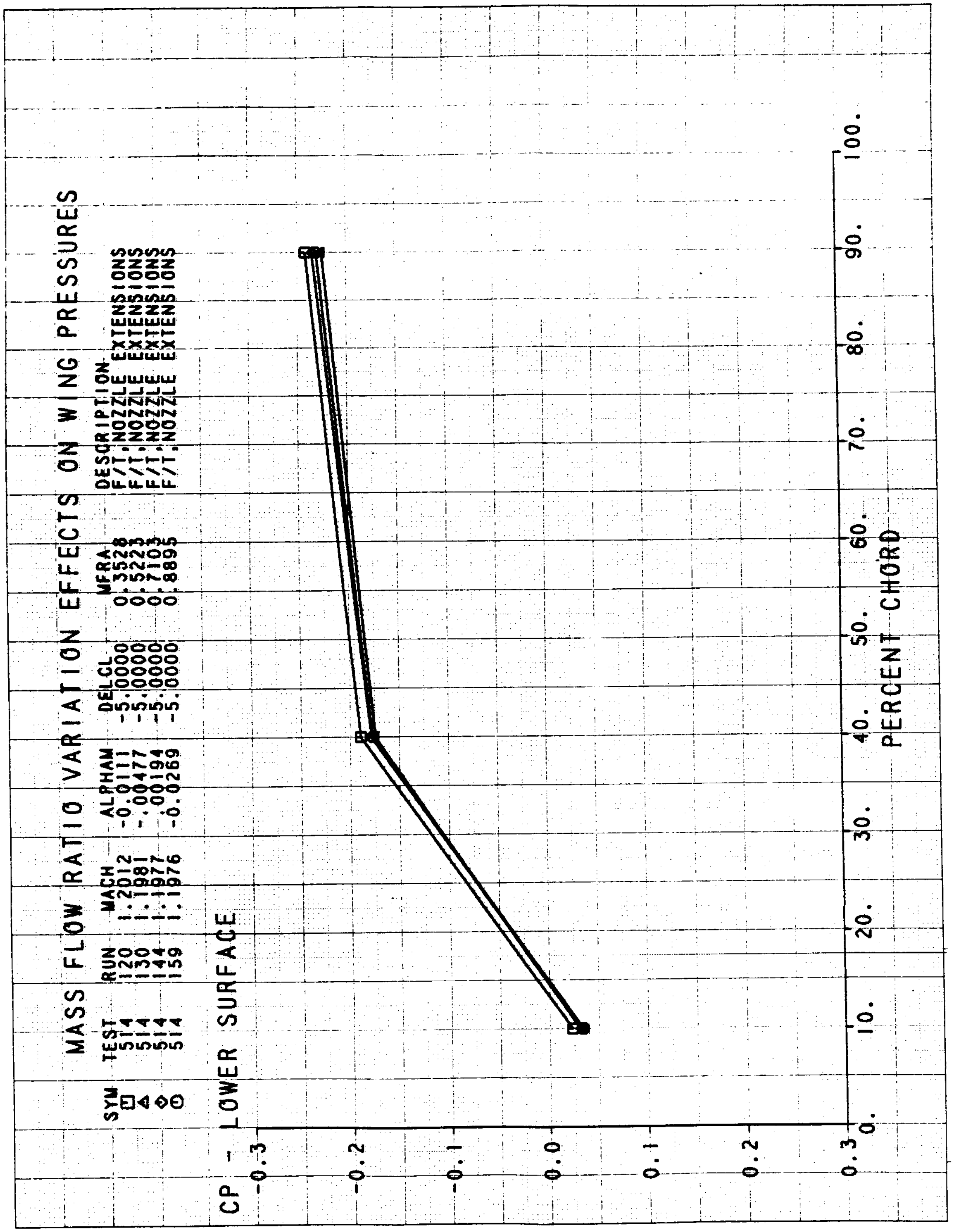
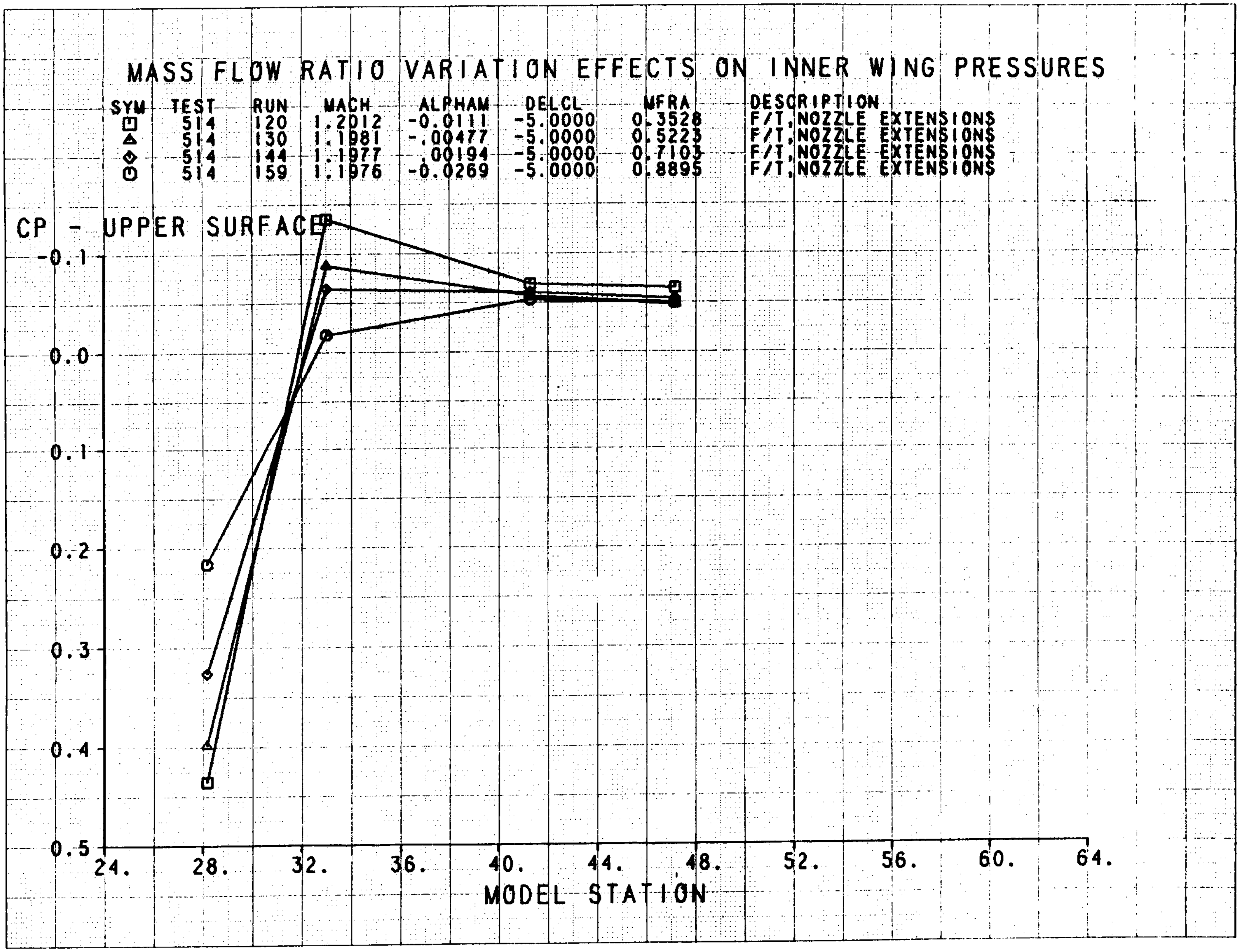
514 130 1.1981 -.00477 -5.0000 0.5223 F/T,NOZZLE EXTENSIONS
514 144 1.1977 .00194 -5.0000 0.7103 F/T,NOZZLE EXTENSIONS
514 159 1.1976 -0.0269 -5.0000 0.8895 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 120 1.2012 -0.0111 -5.0000 0.3528 F/T,NOZZLE EXTENSIONS
△ 514 130 1.1981 -.00477 -5.0000 0.5223 F/T,NOZZLE EXTENSIONS
◇ 514 144 1.1977 .00194 -5.0000 0.7103 F/T,NOZZLE EXTENSIONS
⊙ 514 159 1.1976 -0.0269 -5.0000 0.8895 F/T,NOZZLE EXTENSIONS
LOWER SURFACE
CP
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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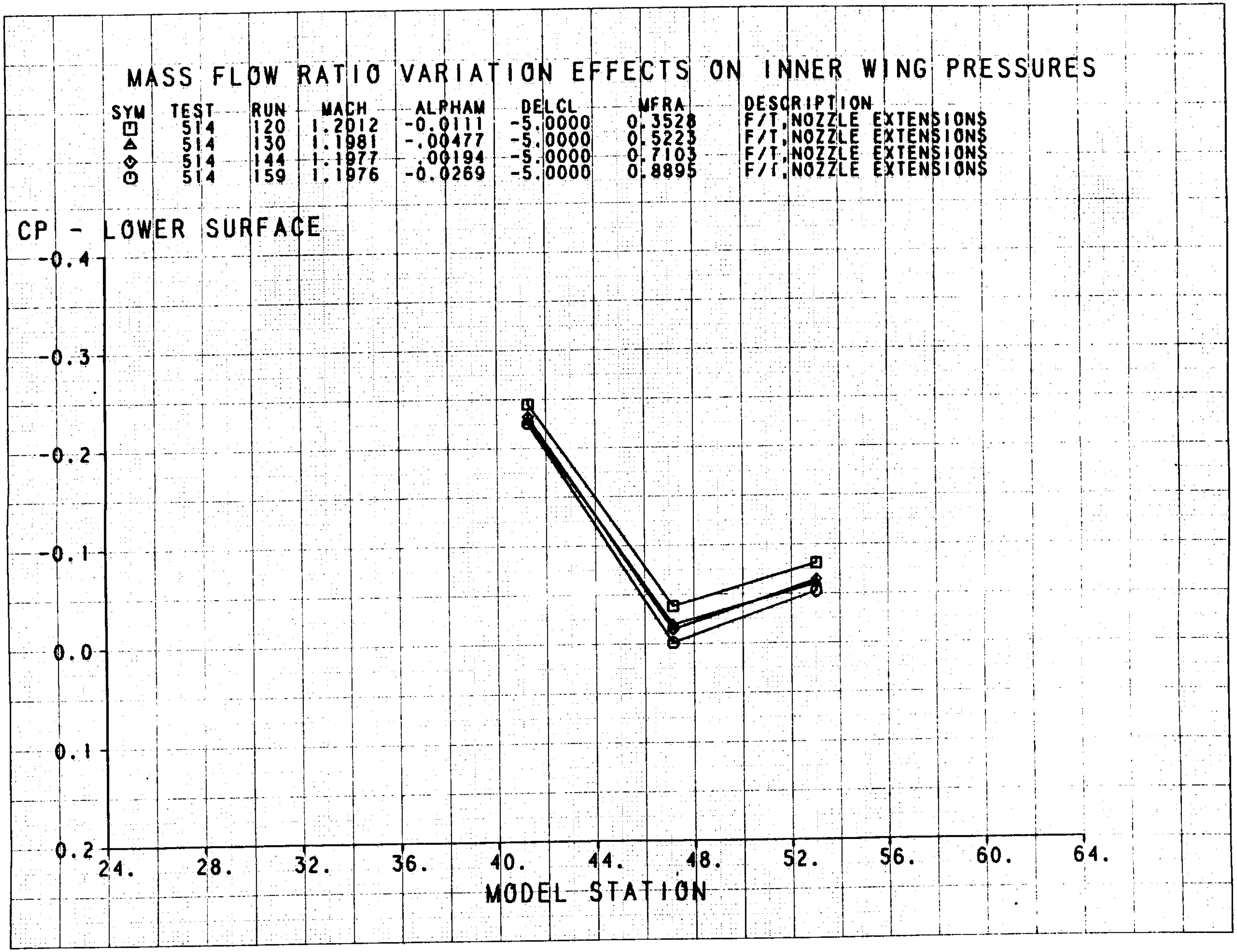
514 130 1.1981 -.00477 -5.0000 0.5223 F/T,NOZZLE EXTENSIONS
514 144 1.1977 .00194 -5.0000 0.7103 F/T,NOZZLE EXTENSIONS
514 159 1.1976 -0.0269 -5.0000 0.8895 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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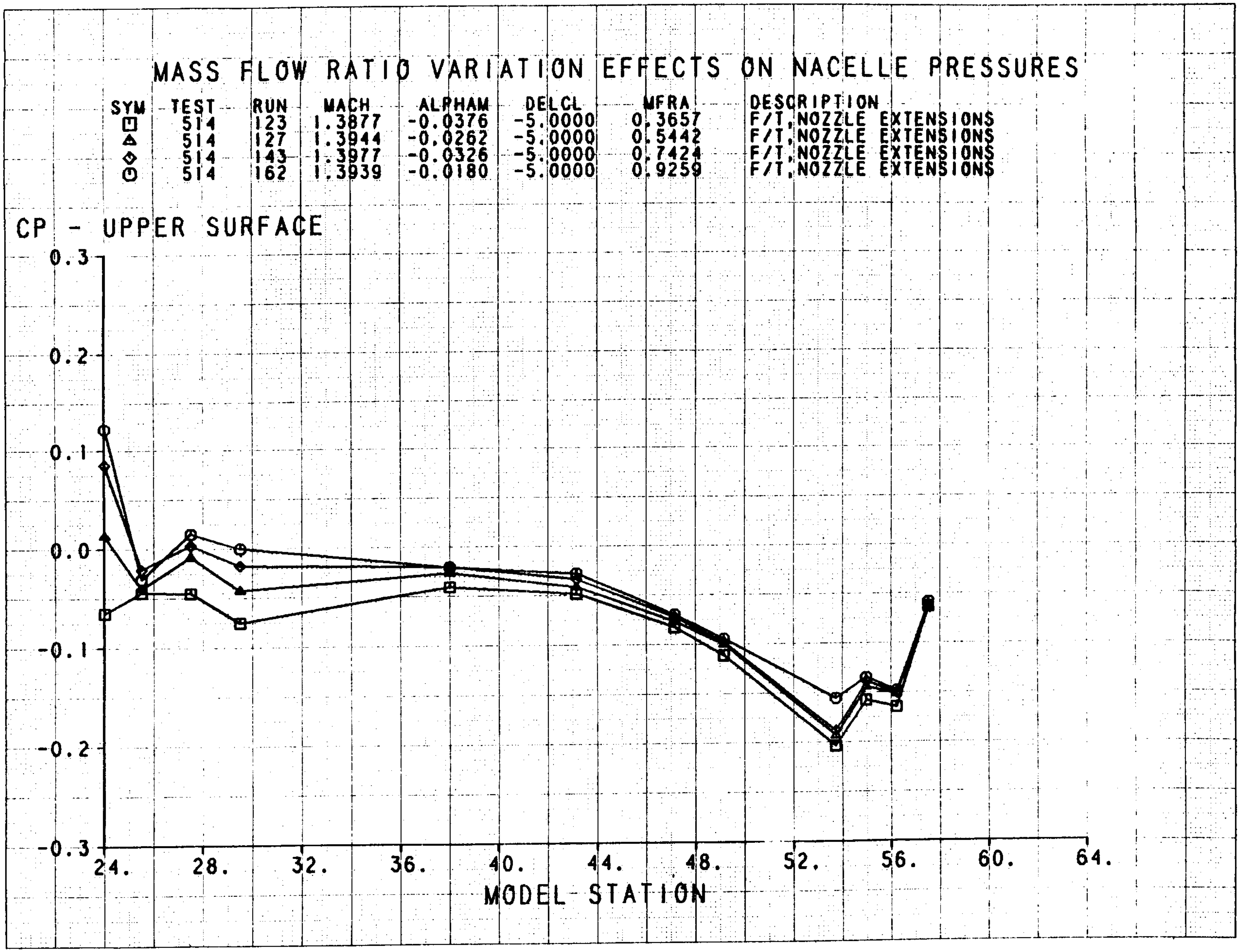
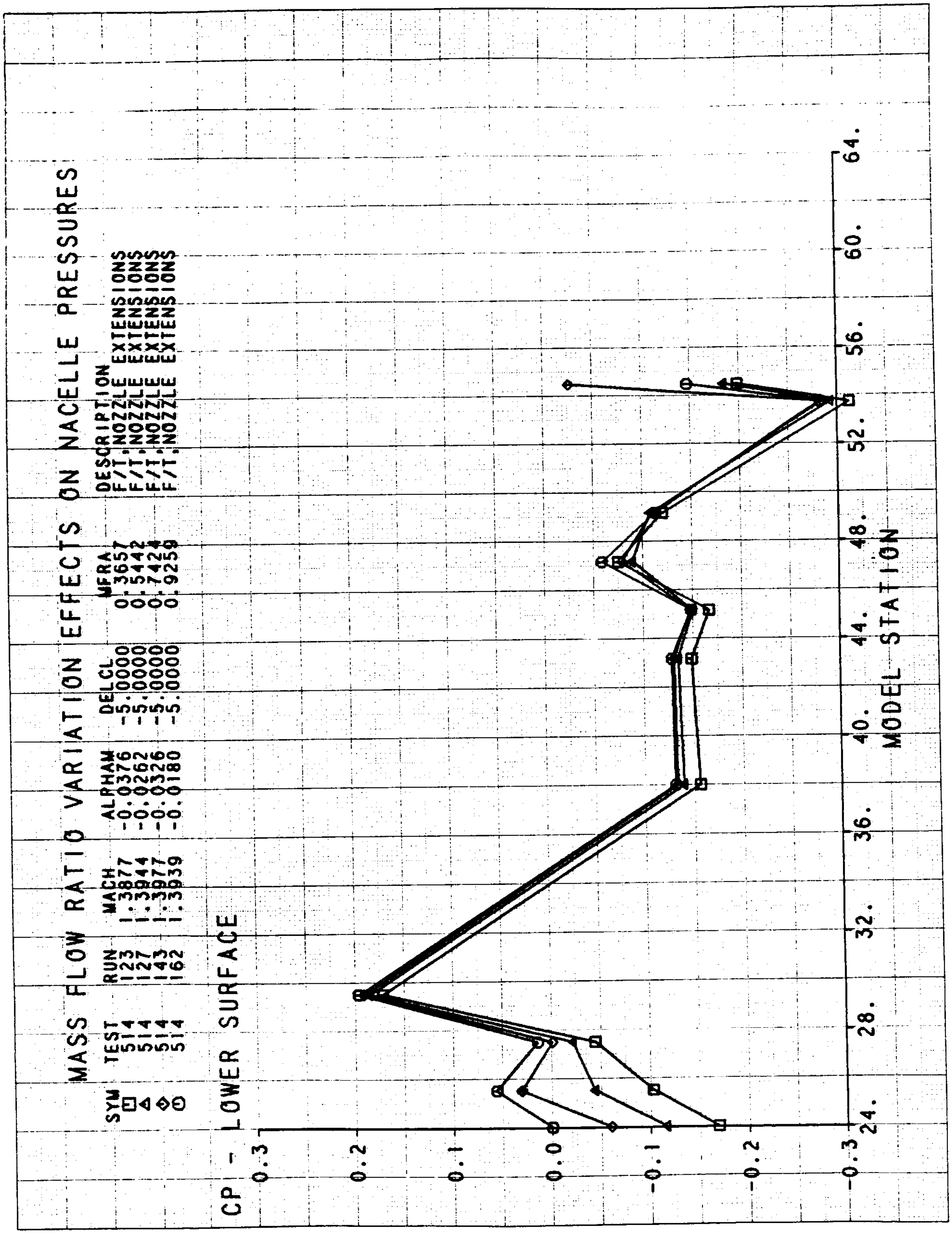
△ 514 130 1.1981 -.00477 -5.0000 0.5223 F/T,NOZZLE EXTENSIONS
◇ 514 144 1.1977 .00194 -5.0000 0.7103 F/T,NOZZLE EXTENSIONS
○ 514 159 1.1976 -0.0269 -5.0000 0.8895 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 123 1.3877 -0.0376 -5.0000 0.3657 F/T,NOZZLE EXTENSIONS
△ 514 127 1.3944 -0.0262 -5.0000 0.5442 F/T,NOZZLE EXTENSIONS
◇ 514 143 1.3977 -0.0326 -5.0000 0.7424 F/T,NOZZLE EXTENSIONS
○ 514 162 1.3939 -0.0180 -5.0000 0.9259 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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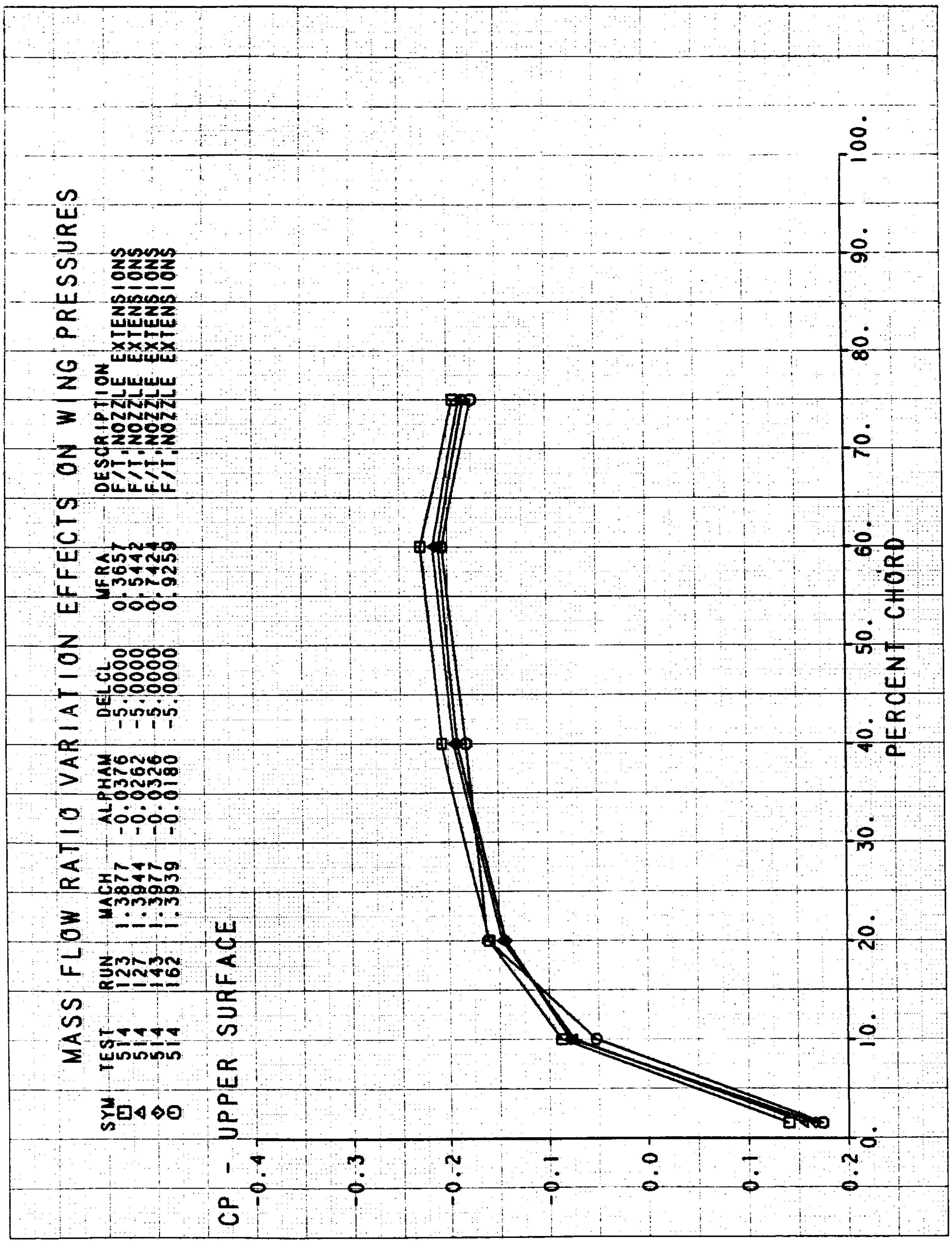
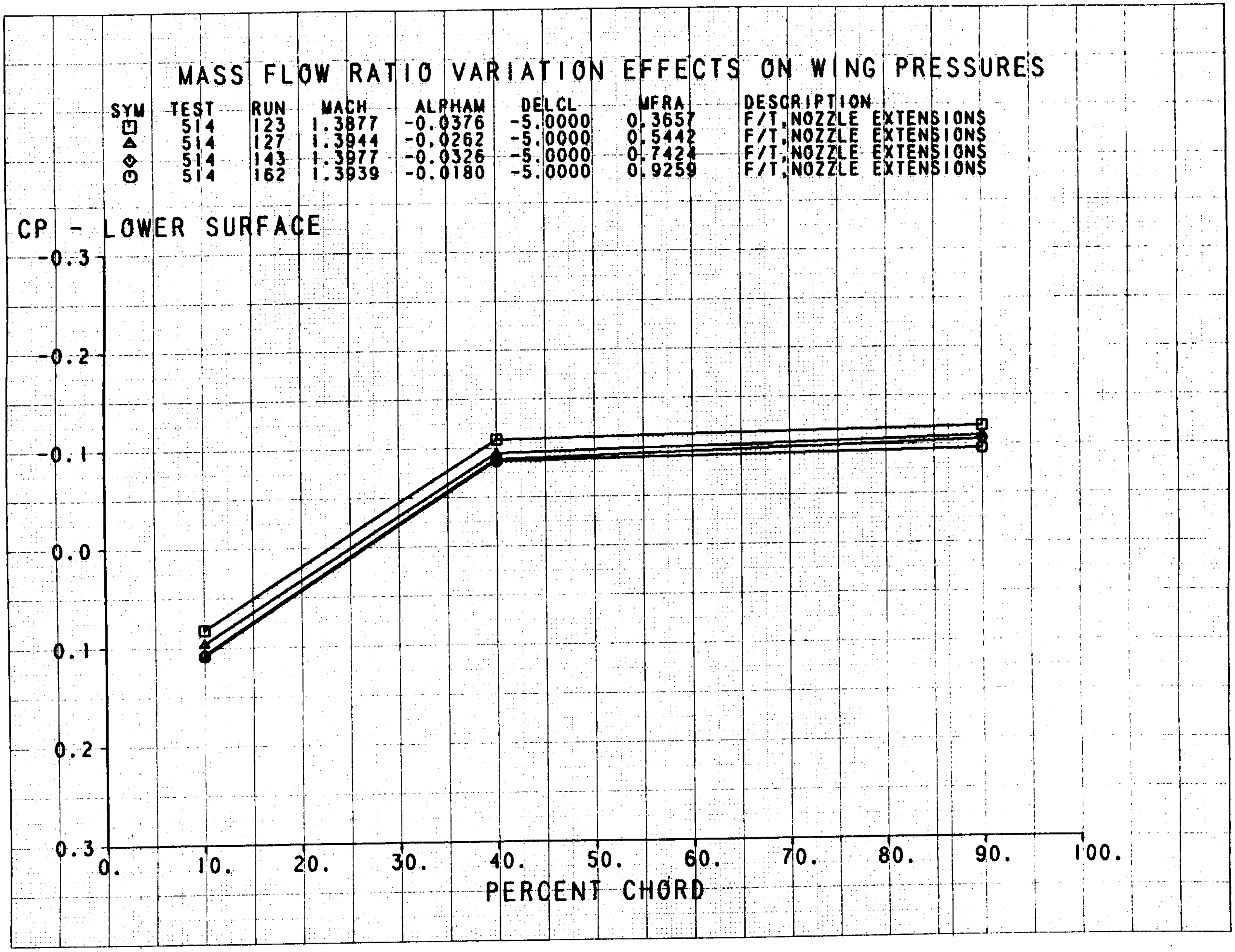
514 127 1.3944 -0.0262 -5.0000 0.5442 F/T,NOZZLE EXTENSIONS
514 143 1.3977 -0.0326 -5.0000 0.7424 F/T,NOZZLE EXTENSIONS
514 162 1.3939 -0.0180 -5.0000 0.9259 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 123 1.3877 -0.0376 -5.0000 0.3657 F/T,NOZZLE EXTENSIONS
△ 514 127 1.3944 -0.0262 -5.0000 0.5442 F/T,NOZZLE EXTENSIONS
◇ 514 143 1.3977 -0.0326 -5.0000 0.7424 F/T,NOZZLE EXTENSIONS
⊙ 514 162 1.3939 -0.0180 -5.0000 0.9259 F/T,NOZZLE EXTENSIONS
UPPER SURFACE
CP - -0.4 -0.3 -0.2 -0.1 0.0 0.1 0.2
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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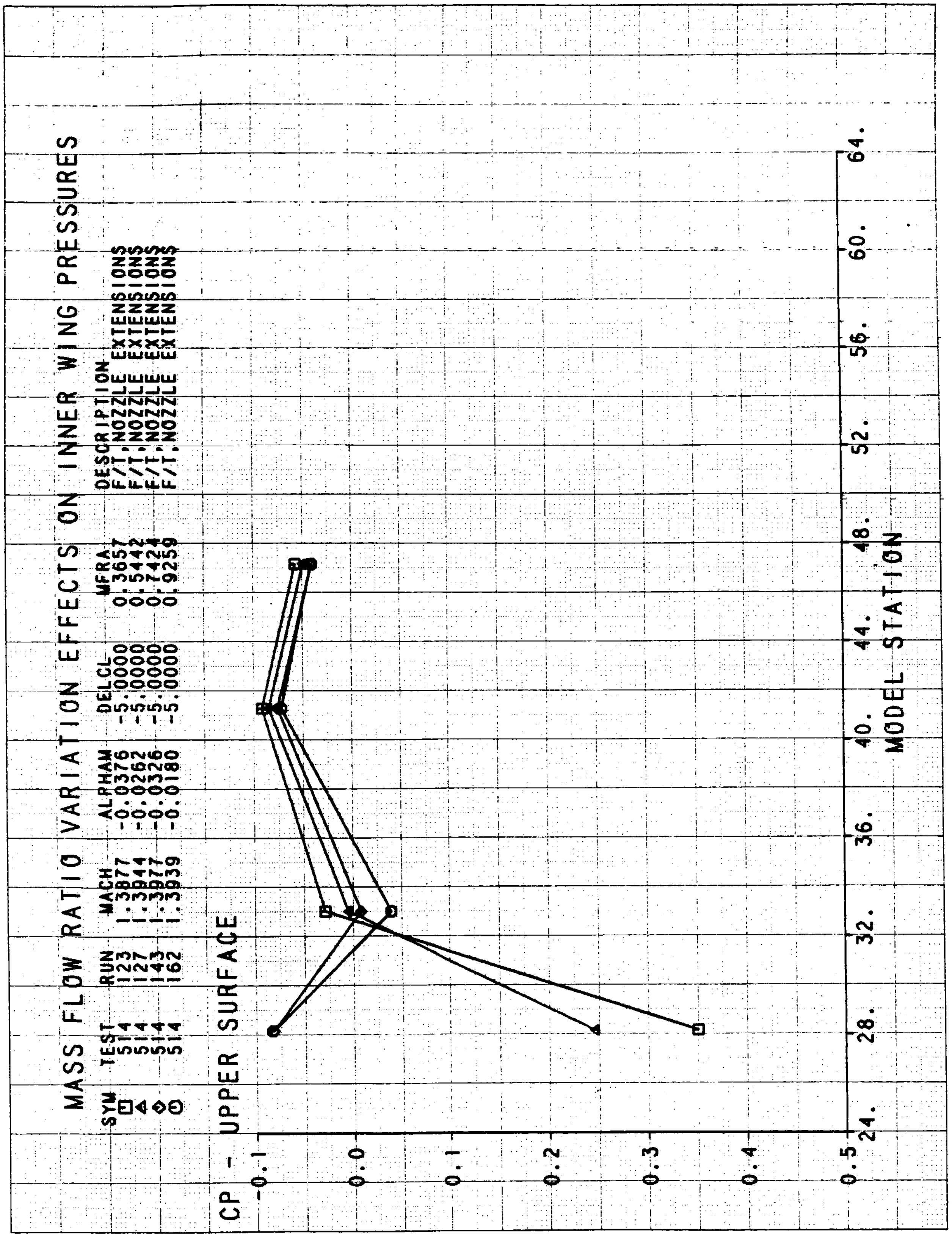
514 127 1.3944 -0.0262 -5.0000 0.5442 F/T,NOZZLE EXTENSIONS
514 143 1.3977 -0.0326 -5.0000 0.7424 F/T,NOZZLE EXTENSIONS
514 162 1.3939 -0.0180 -5.0000 0.9259 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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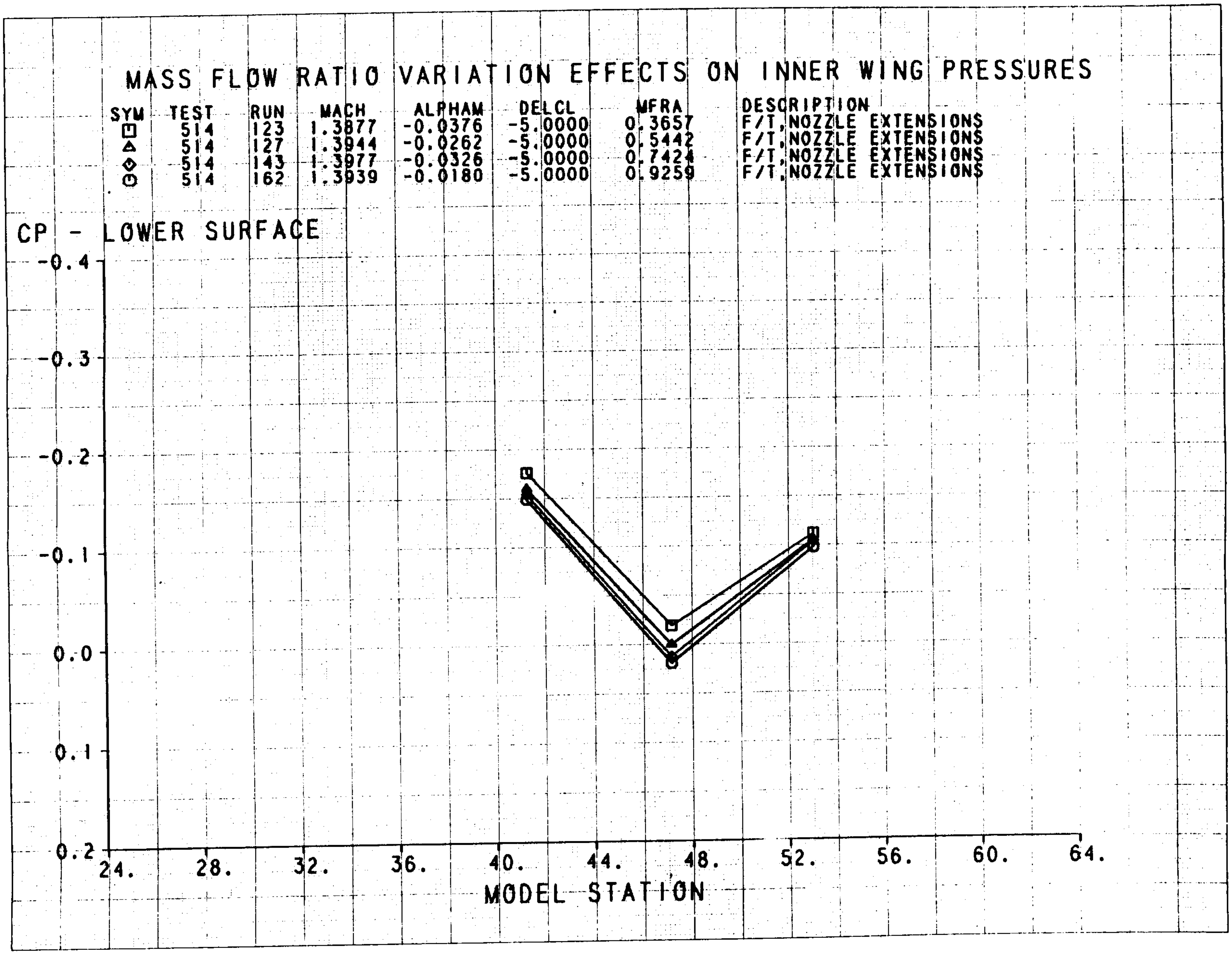
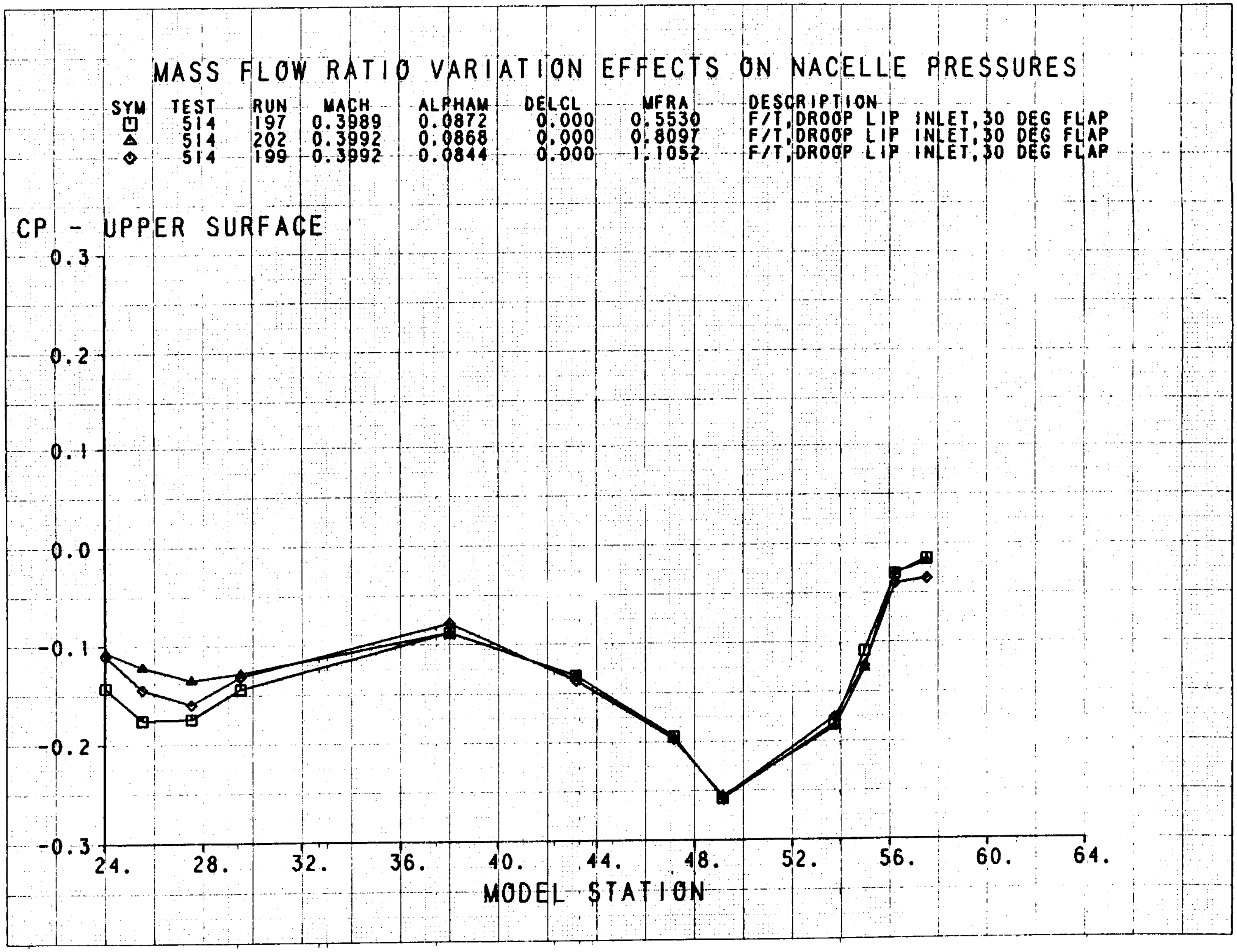
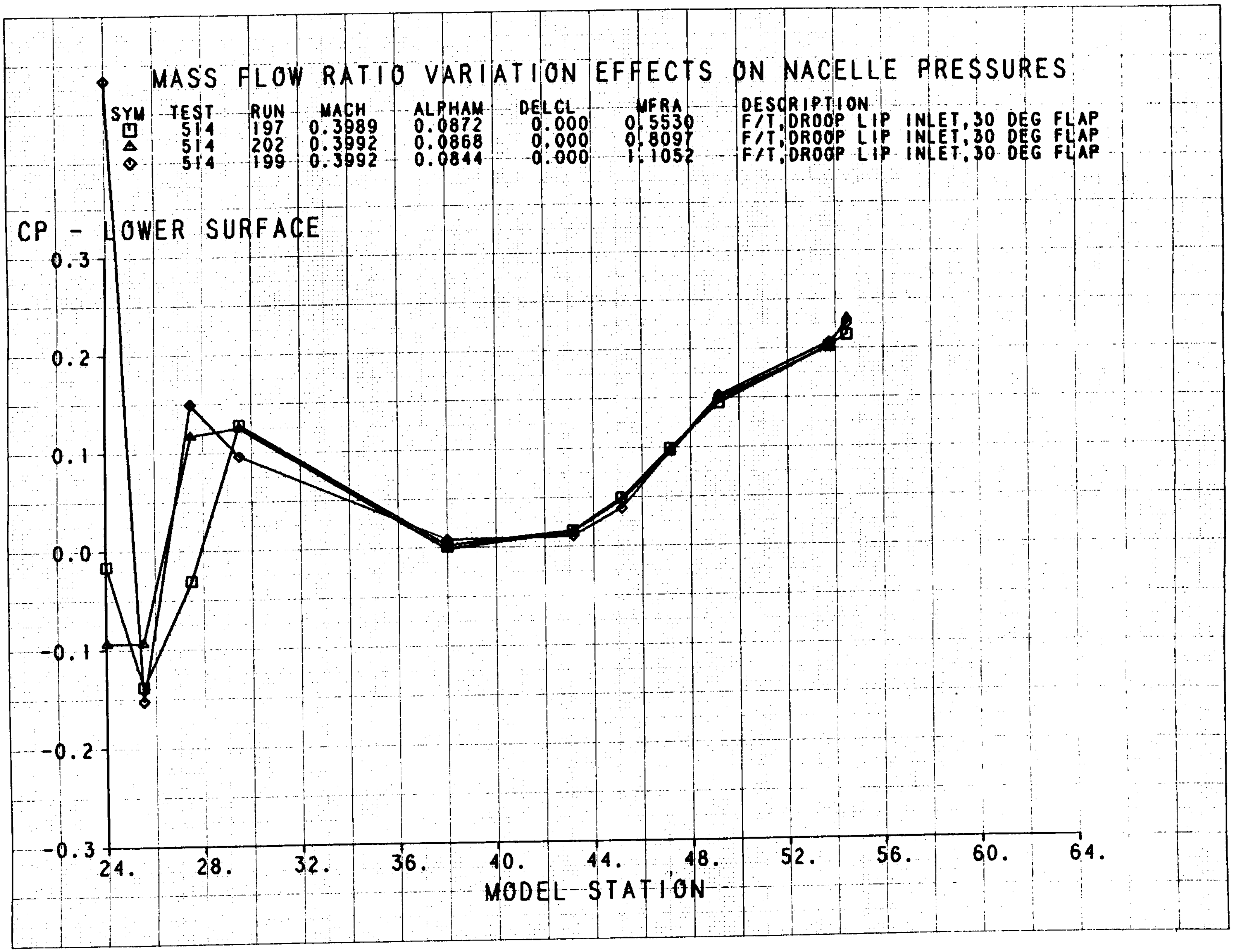
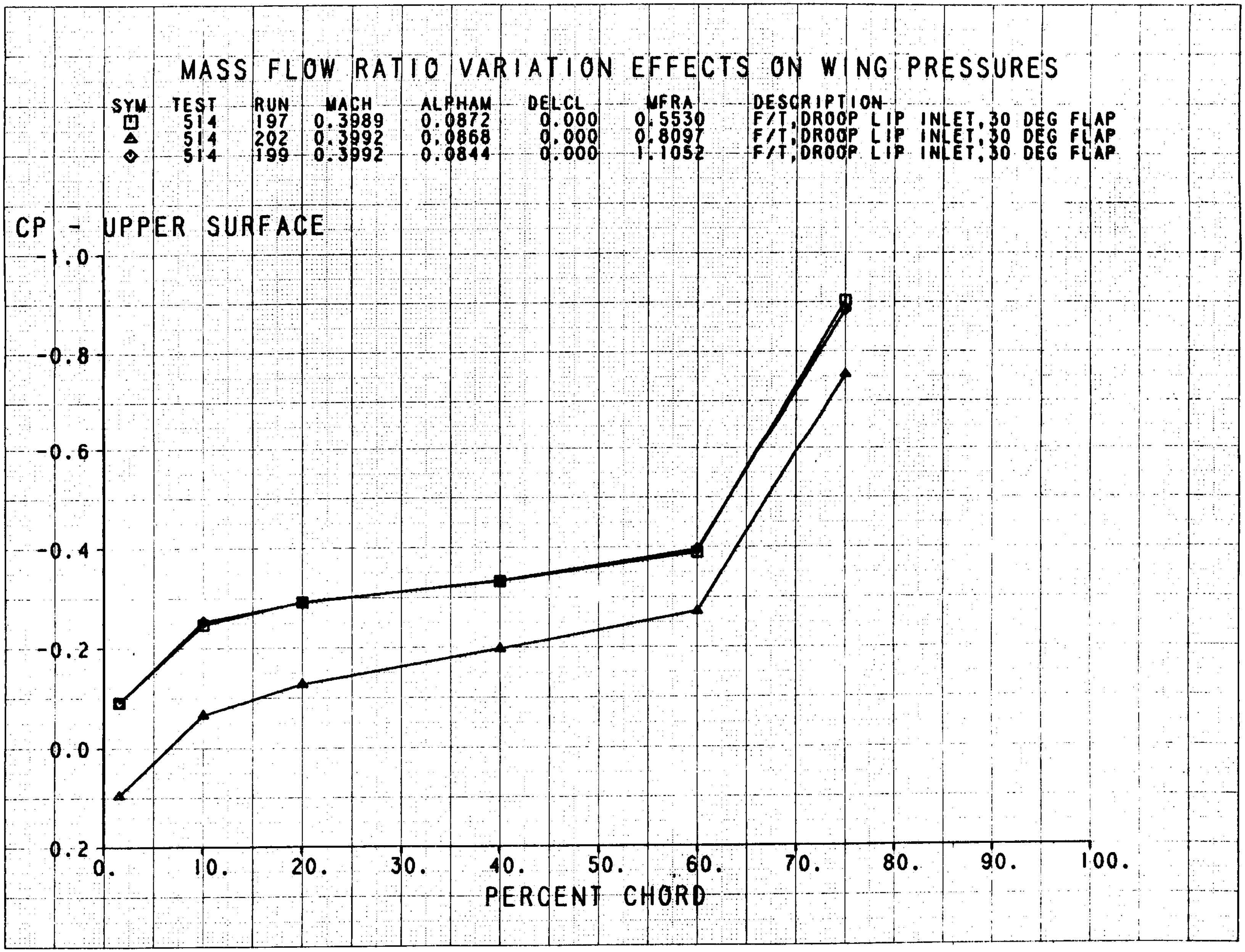
△ 514 127 1.3944 -0.0262 -5.0000 0.5442 F/T,NOZZLE EXTENSIONS
◇ 514 143 1.3977 -0.0326 -5.0000 0.7424 F/T,NOZZLE EXTENSIONS
⊙ 514 162 1.3939 -0.0180 -5.0000 0.9259 F/T,NOZZLE EXTENSIONS
UPPER SURFACE
CP
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

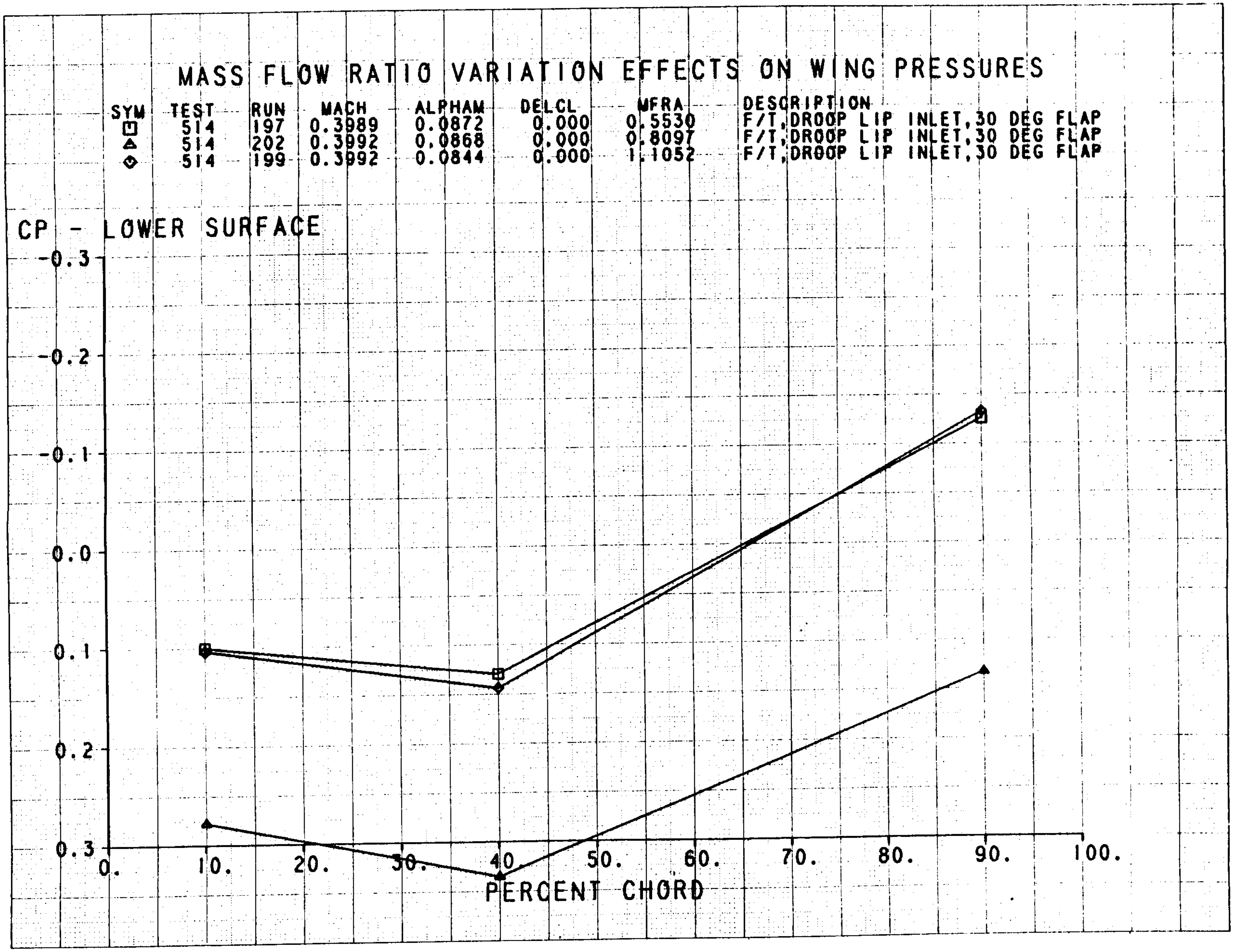

MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 123 1.3877 -0.0376 -5.0000 0.3657 F/T,NOZZLE EXTENSIONS
△ 514 127 1.3944 -0.0262 -5.0000 0.5442 F/T,NOZZLE EXTENSIONS
◇ 514 143 1.3977 -0.0326 -5.0000 0.7424 F/T,NOZZLE EXTENSIONS
○ 514 162 1.3939 -0.0180 -5.0000 0.9259 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 197 0.3989 0.0872 0.000 0.5530 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 202 0.3992 0.0868 0.000 0.8097 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - UPPER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

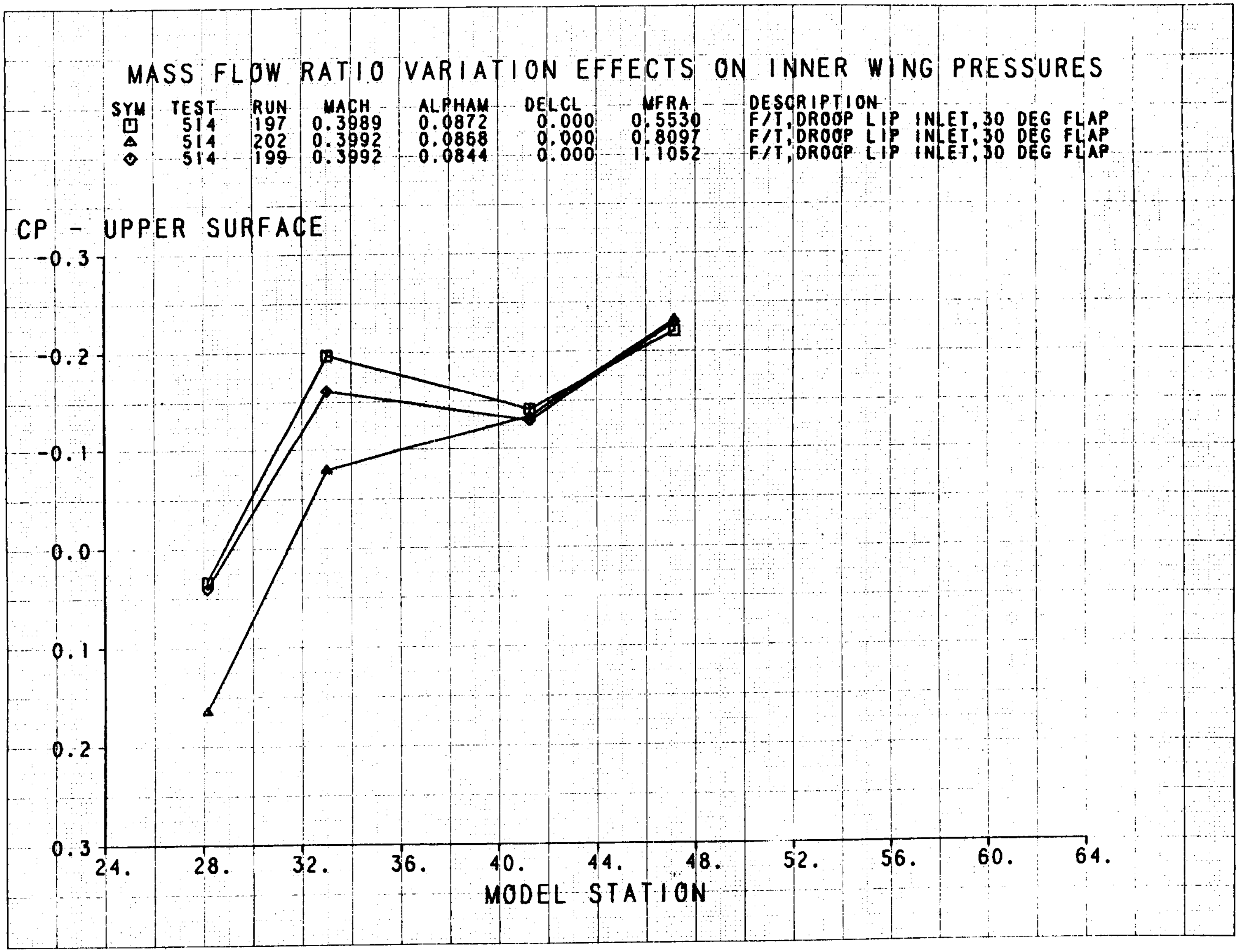


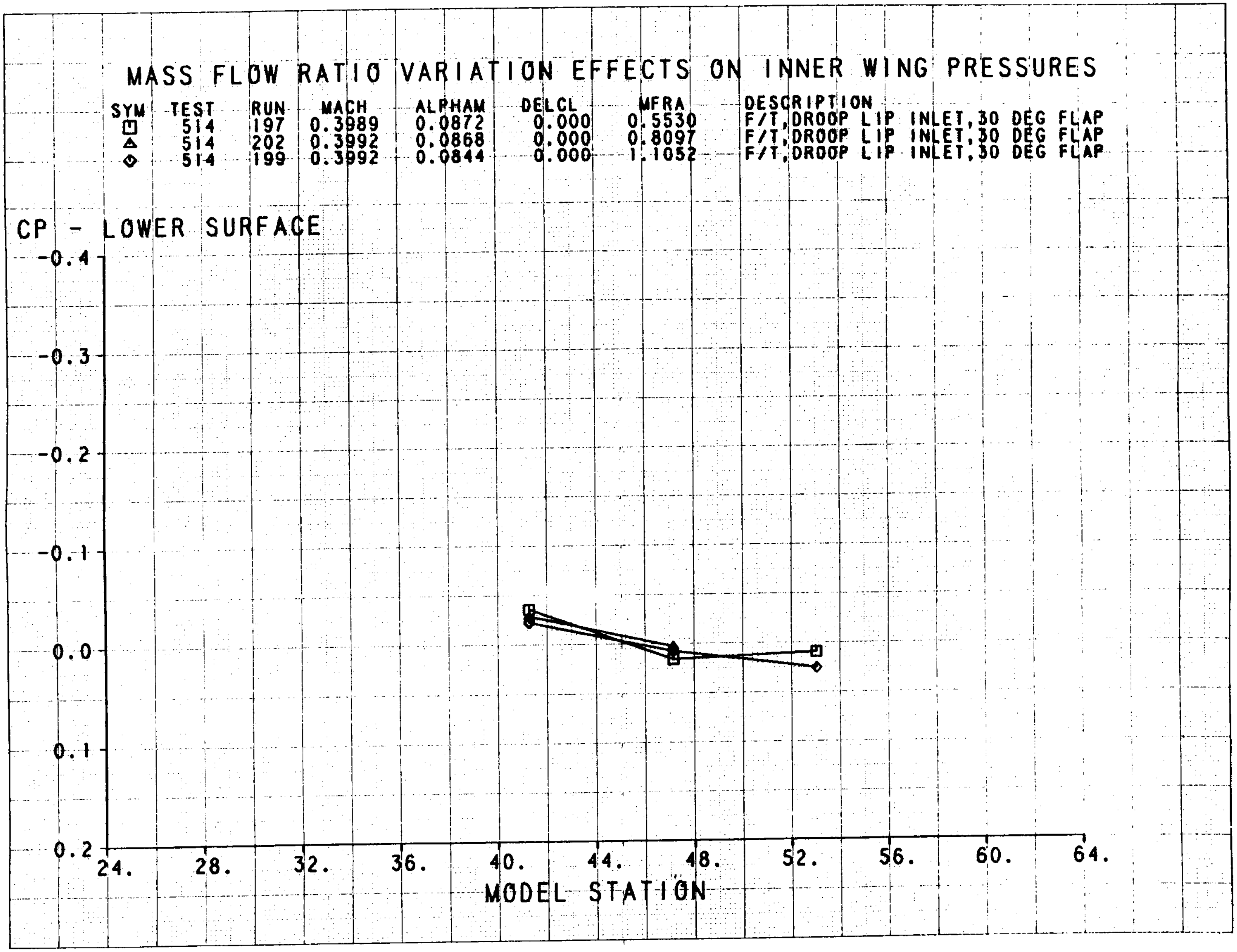
MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 197 0.3989 0.0872 0.000 0.5530 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 202 0.3992 0.0868 0.000 0.8097 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

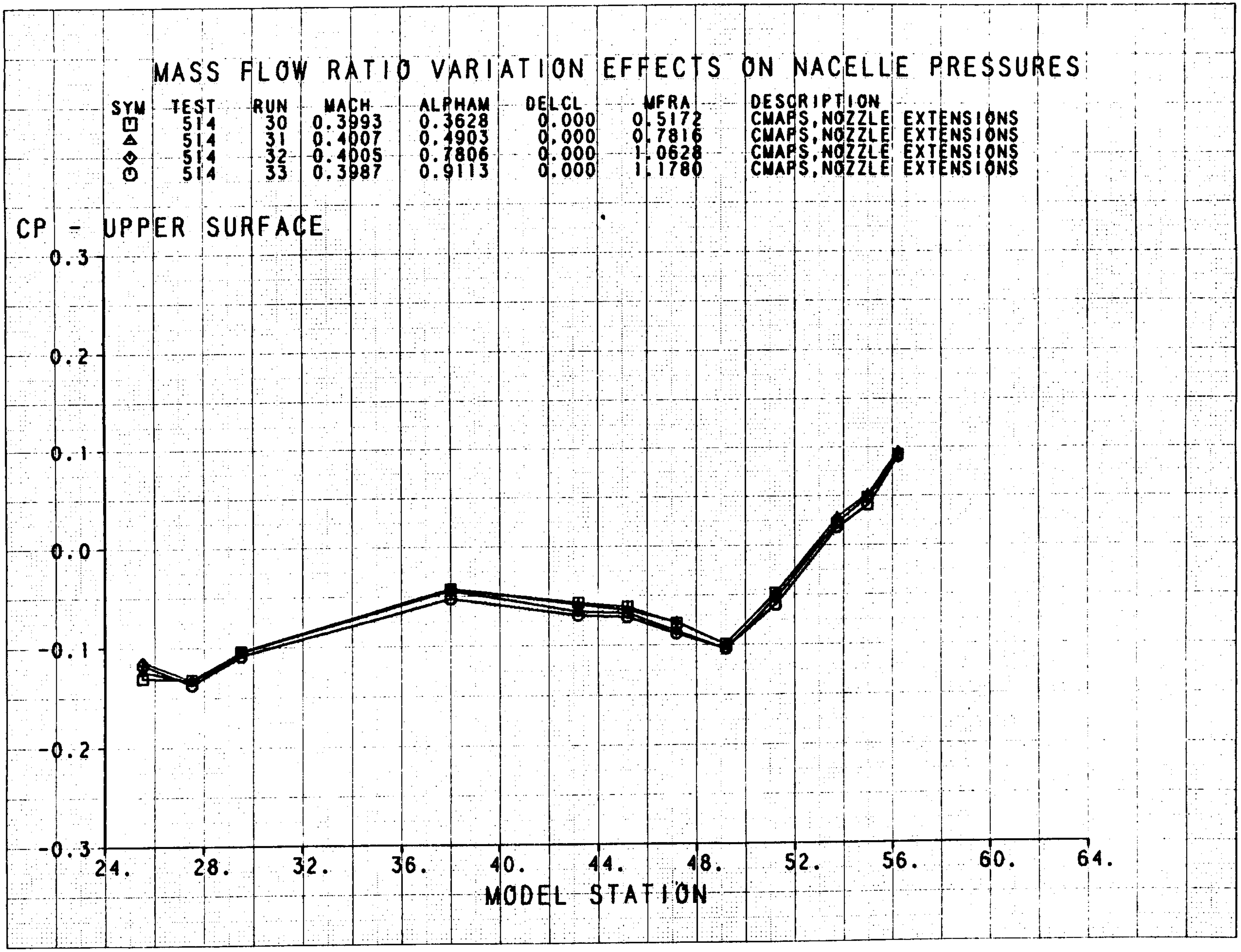

MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 197 0.3989 0.0872 0.000 0.5530 F/T,DROOP LIP INLET,30 DEG FLAP
514 202 0.3992 0.0868 0.000 0.8097 F/T,DROOP LIP INLET,30 DEG FLAP
514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

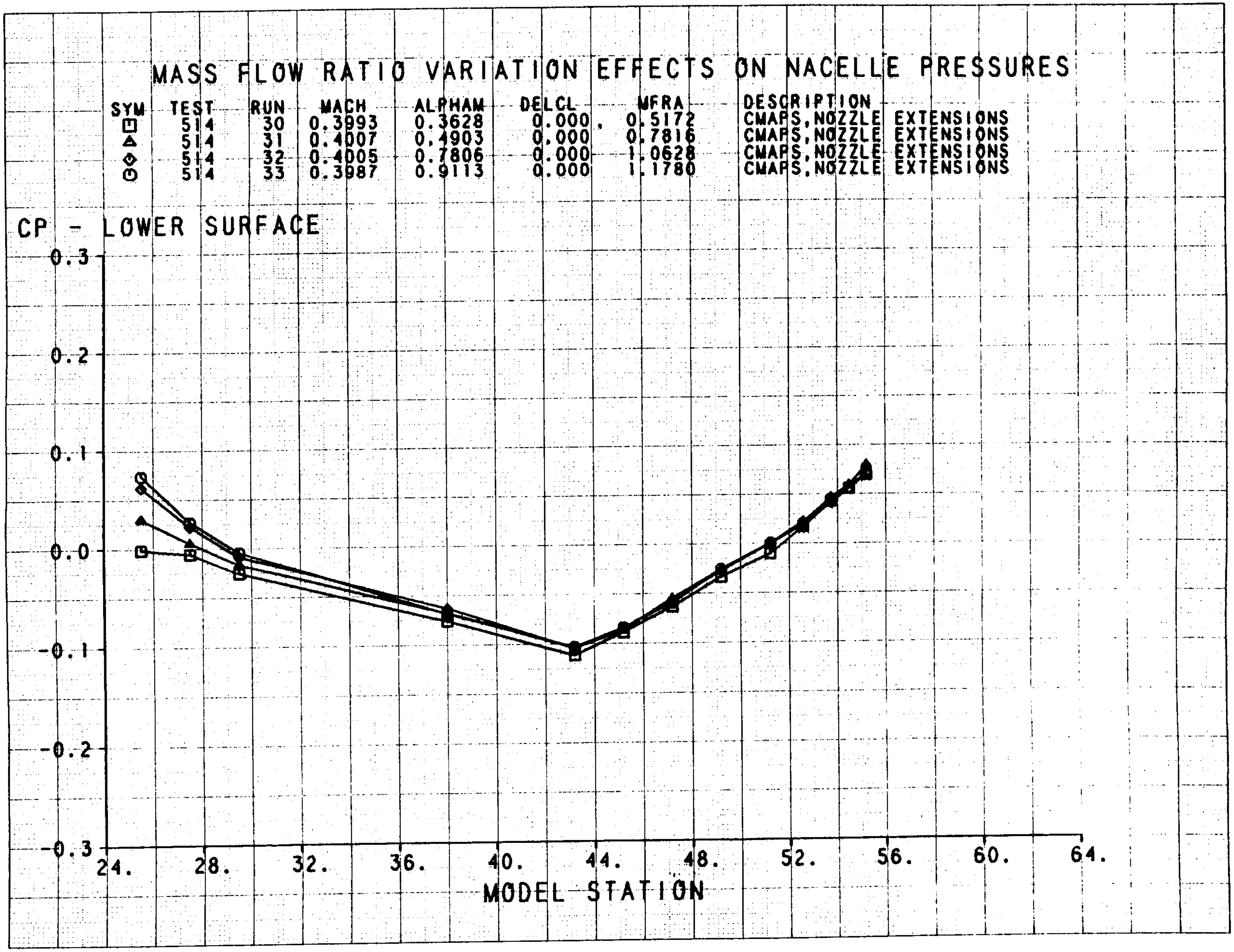


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 197 0.3989 0.0872 0.000 0.5530 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 202 0.3992 0.0868 0.000 0.8097 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 197 0.3989 0.0872 0.000 0.5530 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 202 0.3992 0.0868 0.000 0.8097 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 197 0.3989 0.0872 0.000 0.5530 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 202 0.3992 0.0868 0.000 0.8097 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 30 0.3993 0.3628 0.000 0.5172 CMAPS,NOZZLE EXTENSIONS
△ 514 31 0.4007 0.4903 0.000 0.7816 CMAPS,NOZZLE EXTENSIONS
◇ 514 32 0.4005 0.7806 0.000 1.0628 CMAPS,NOZZLE EXTENSIONS
○ 514 33 0.3987 0.9113 0.000 1.1780 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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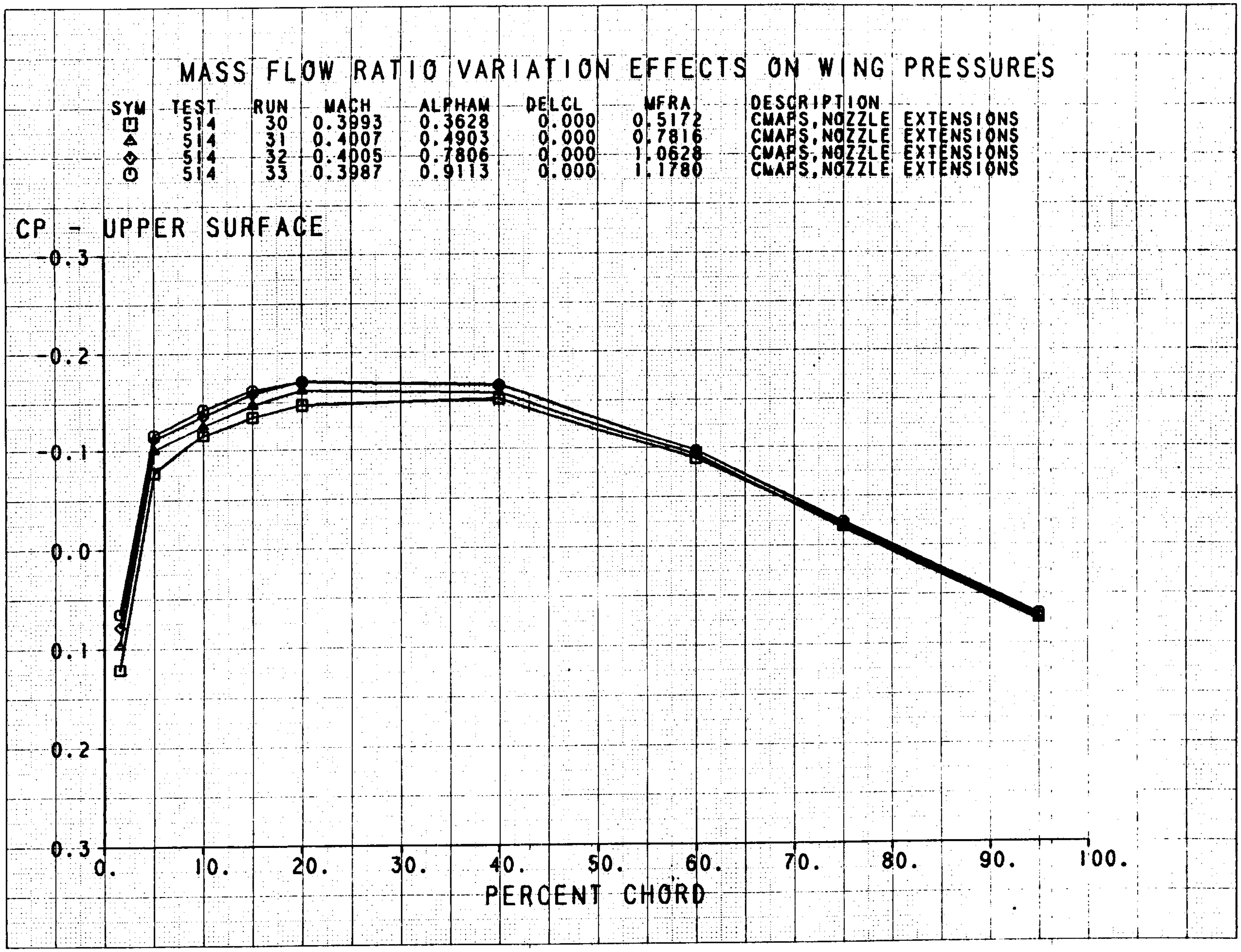
△ 514 31 0.4007 0.4903 0.000 0.7816 CMAPS,NOZZLE EXTENSIONS
◇ 514 32 0.4005 0.7806 0.000 1.0628 CMAPS,NOZZLE EXTENSIONS
○ 514 33 0.3987 0.9113 0.000 1.1780 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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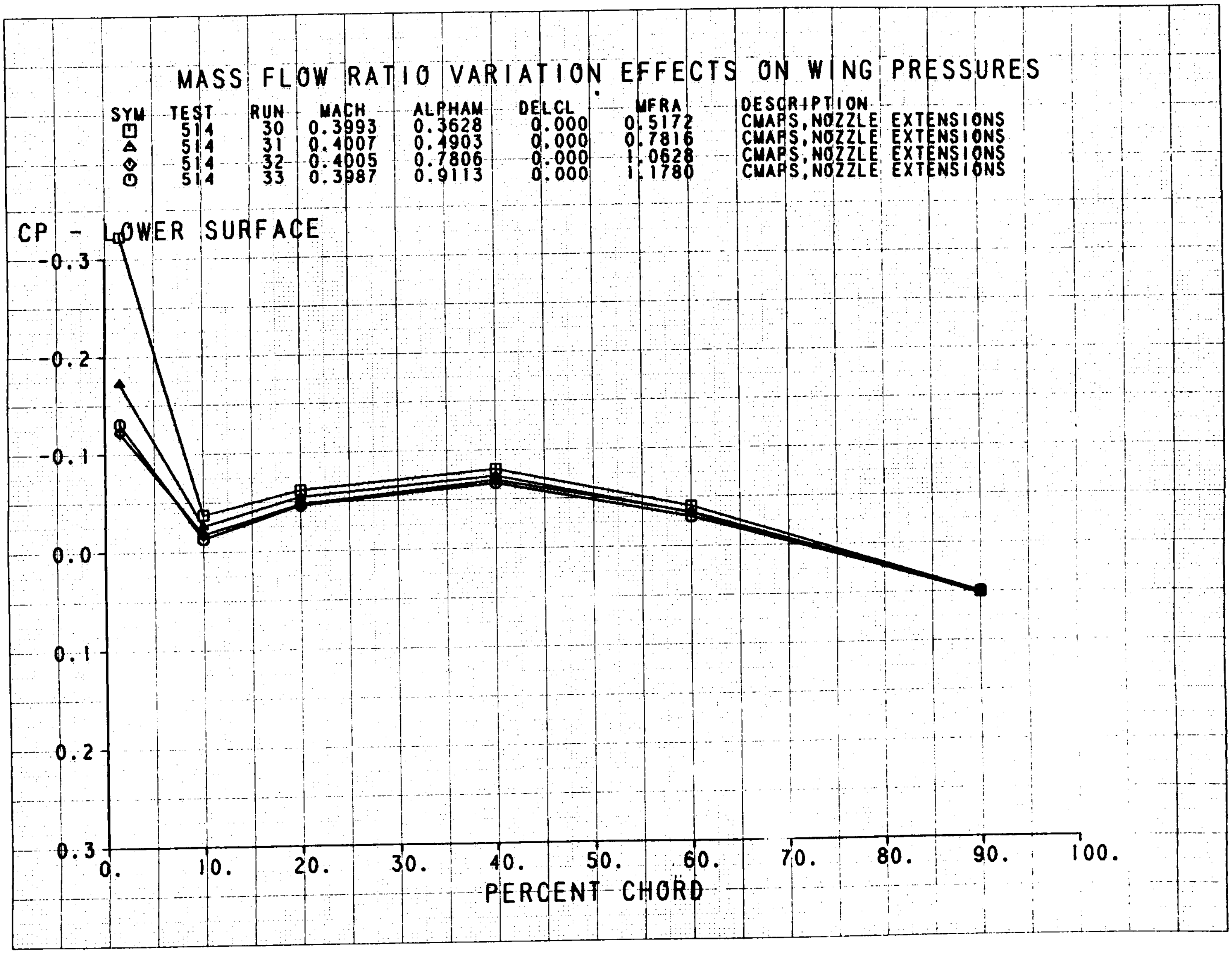
514 31 0.4007 0.4903 0.000 0.7816 CMAPS,NOZZLE EXTENSIONS
514 32 0.4005 0.7806 0.000 1.0628 CMAPS,NOZZLE EXTENSIONS
514 33 0.3987 0.9113 0.000 1.1780 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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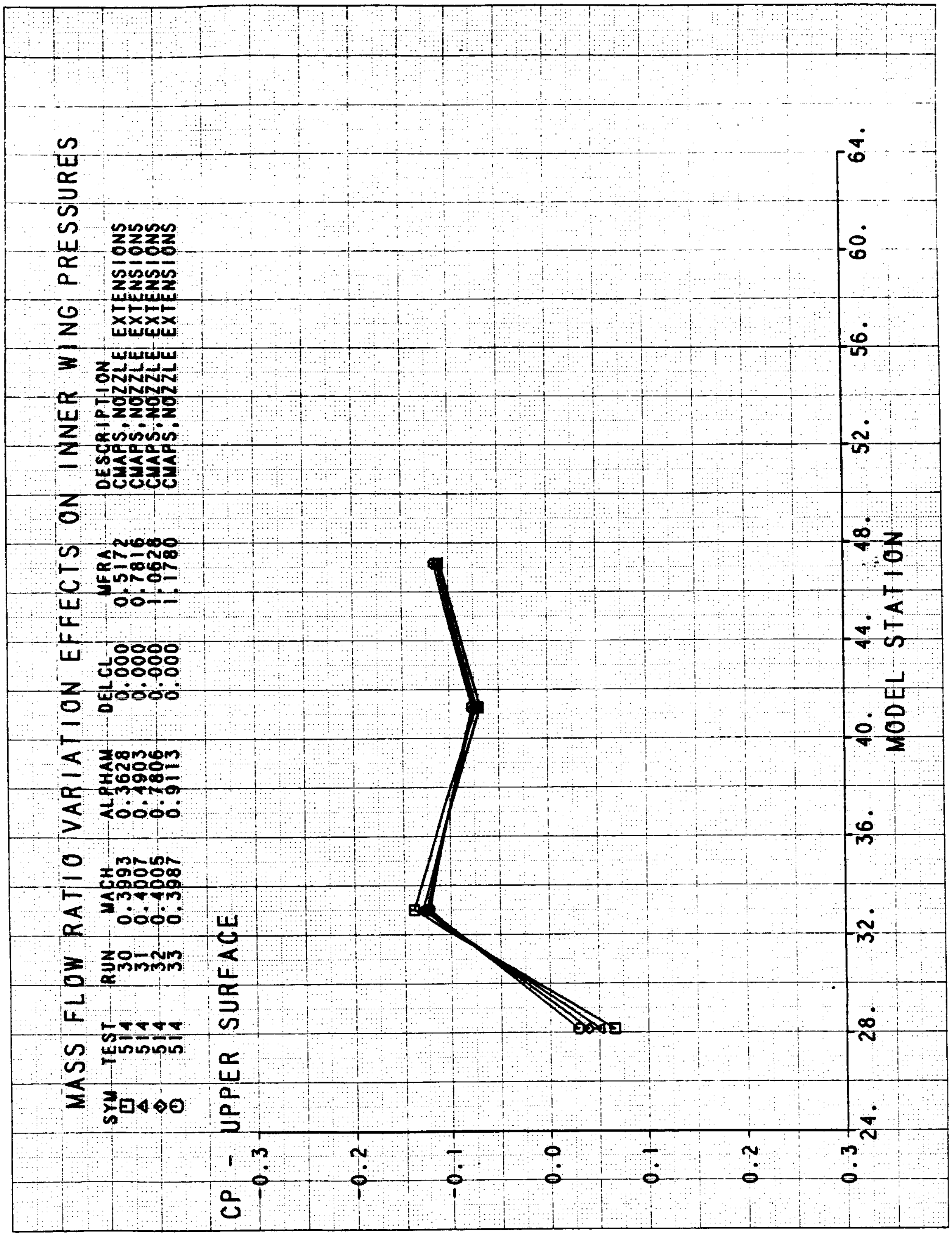
514 31 0.4007 0.4903 0.000 0.7816 CMAPS, NOZZLE EXTENSIONS
514 32 0.4005 0.7806 0.000 1.0628 CMAPS, NOZZLE EXTENSIONS
514 33 0.3987 0.9113 0.000 1.1780 CMAPS, NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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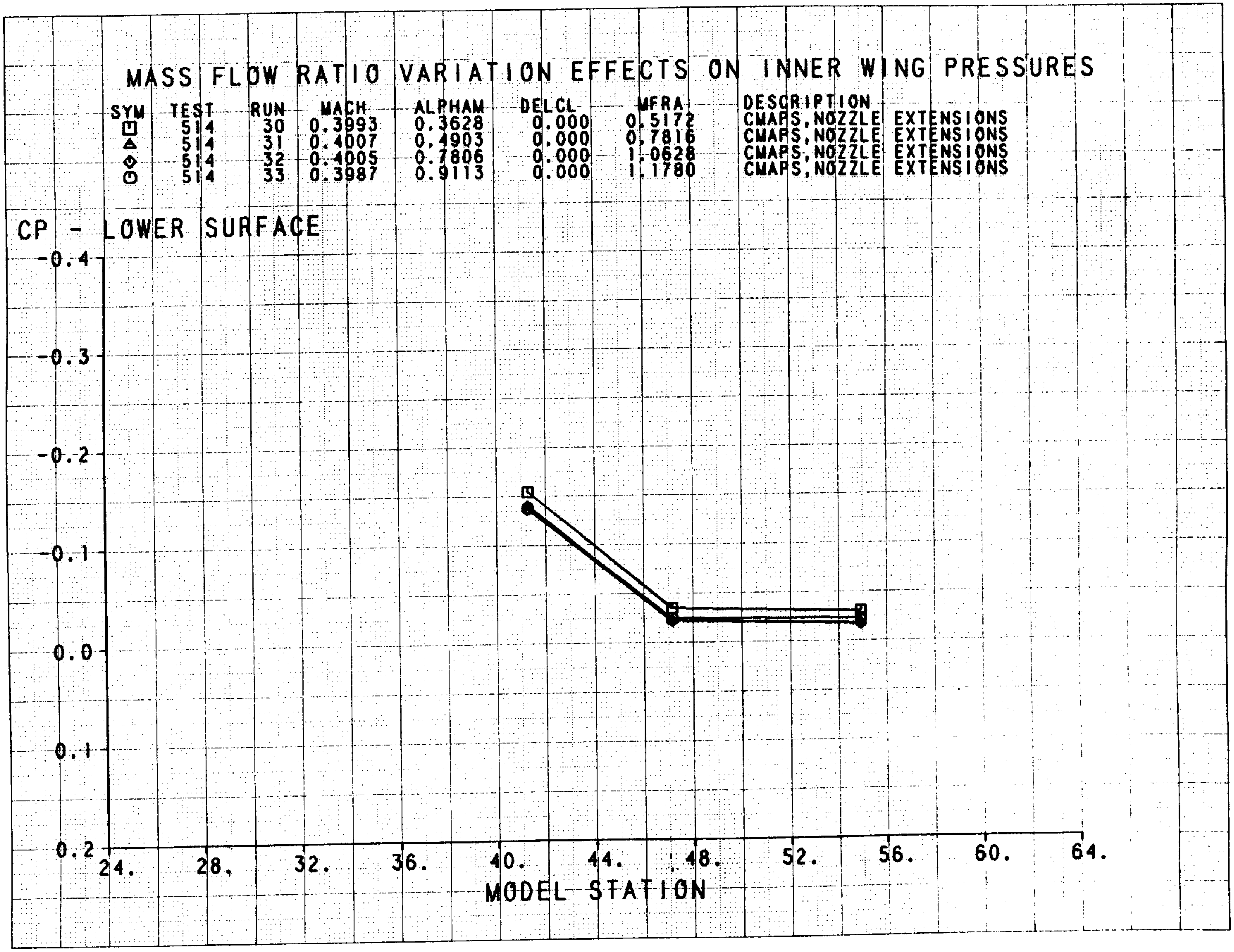
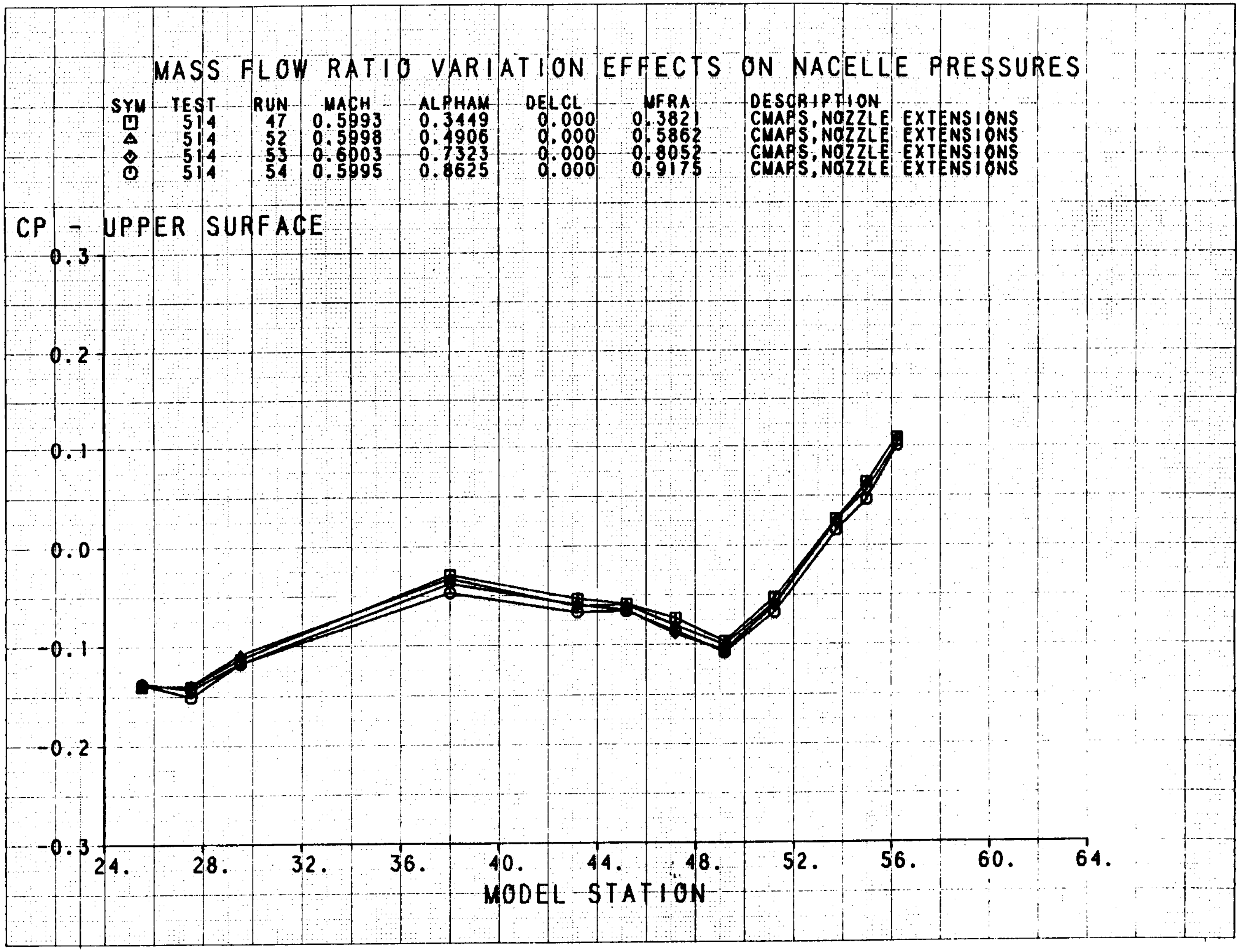
514 31 0.4007 0.4903 0.000 0.7816 CMAPS,NOZZLE EXTENSIONS
514 32 0.4005 0.7806 0.000 1.0628 CMAPS,NOZZLE EXTENSIONS
514 33 0.3987 0.9113 0.000 1.1780 CMAPS,NOZZLE EXTENSIONS
UPPER SURFACE
CP
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 30 0.3993 0.3628 0.000 0.5172 CMAPS,NOZZLE EXTENSIONS
△ 514 31 0.4007 0.4903 0.000 0.7816 CMAPS,NOZZLE EXTENSIONS
◇ 514 32 0.4005 0.7806 0.000 1.0628 CMAPS,NOZZLE EXTENSIONS
○ 514 33 0.3987 0.9113 0.000 1.1780 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 47 0.5993 0.3449 0.000 0.3821 CMAPS,NOZZLE EXTENSIONS
514 52 0.5998 0.4906 0.000 0.5862 CMAPS,NOZZLE EXTENSIONS
514 53 0.6003 0.7323 0.000 0.8052 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 0.8625 0.000 0.9175 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
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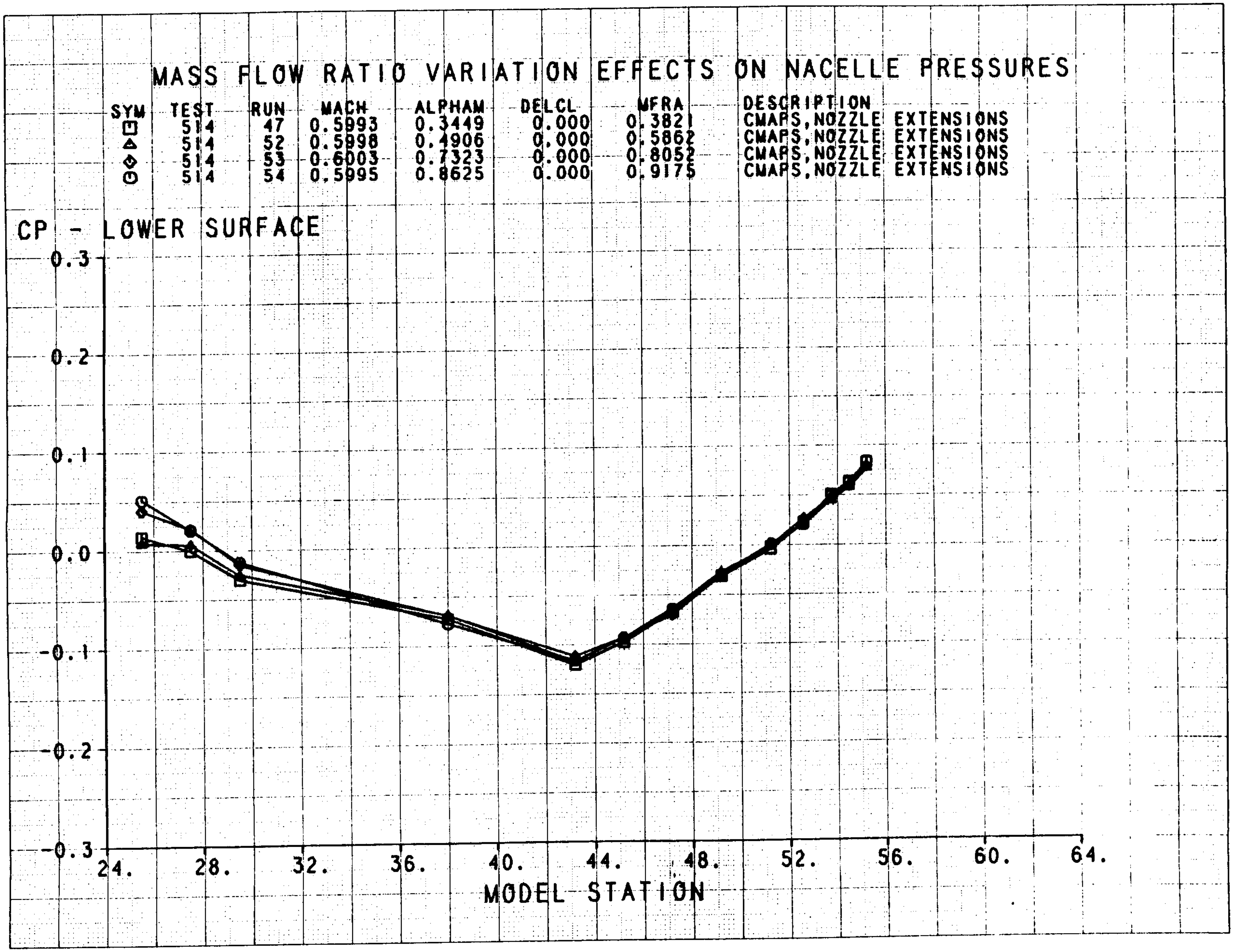
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 52 0.5998 0.4906 0.000 0.5862 CMAPS,NOZZLE EXTENSIONS
514 53 0.6003 0.7323 0.000 0.8052 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 0.8625 0.000 0.9175 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
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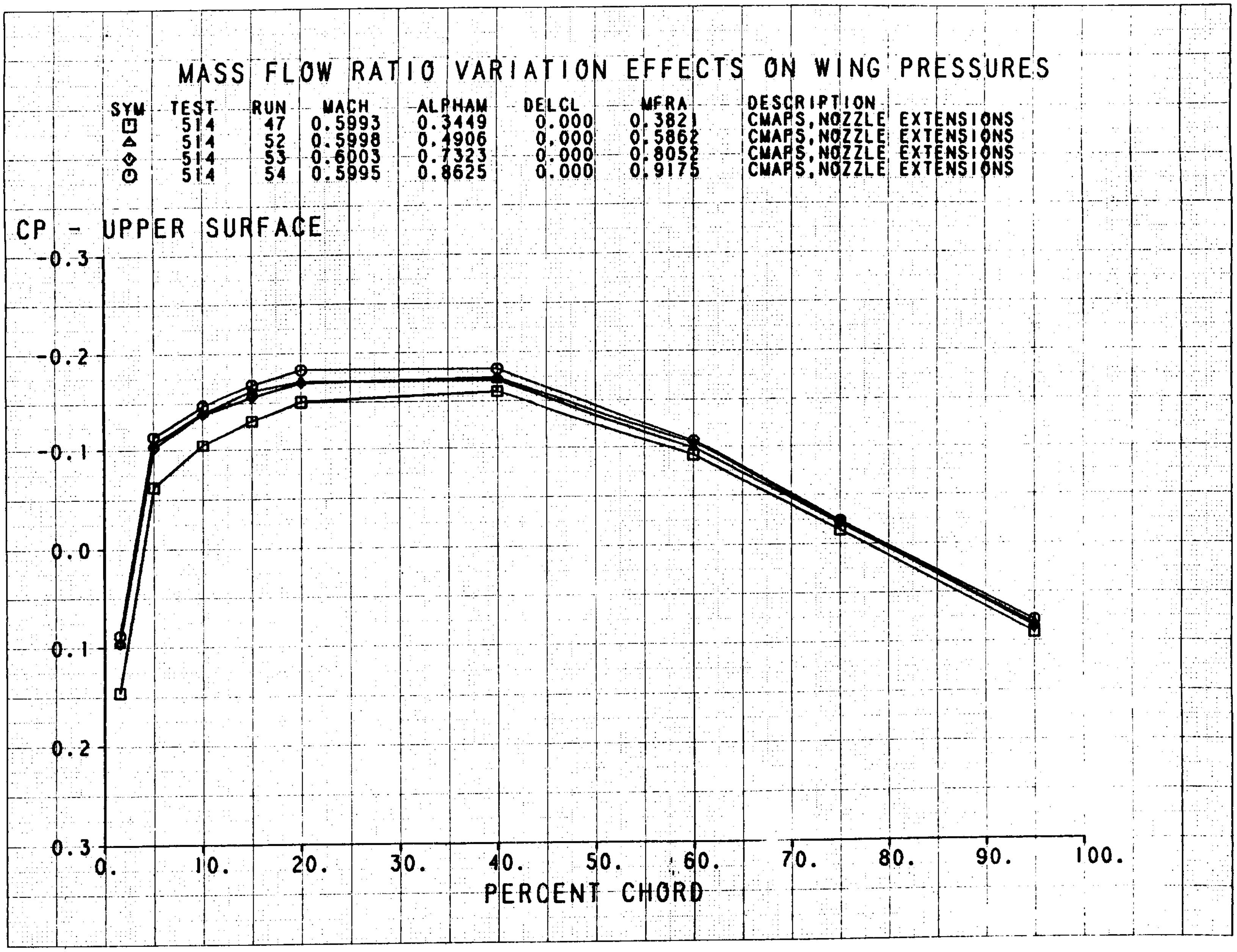
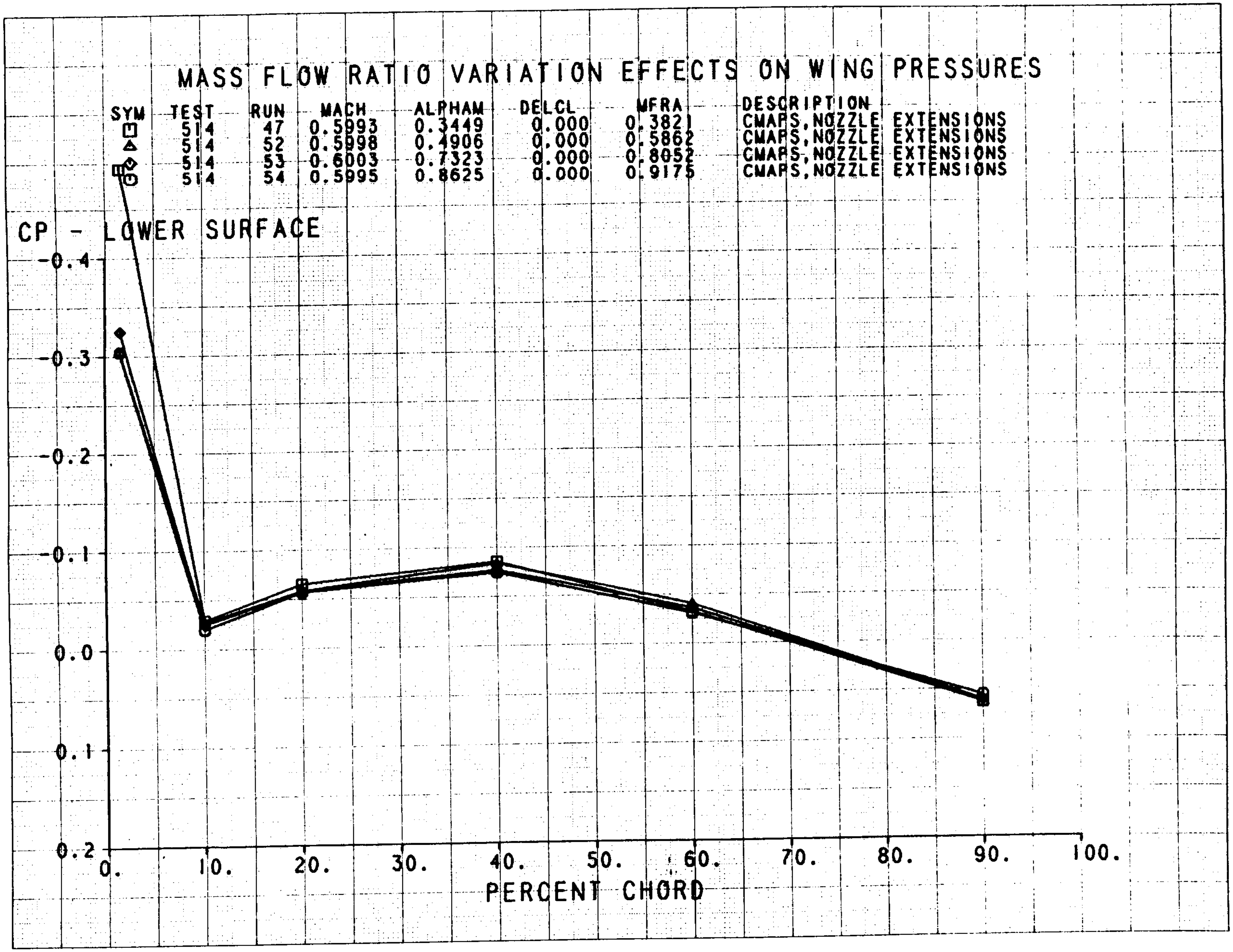
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 47 0.5993 0.3449 0.000 0.3821 CMAPS,NOZZLE EXTENSIONS
514 52 0.5998 0.4906 0.000 0.5862 CMAPS,NOZZLE EXTENSIONS
514 53 0.6003 0.7323 0.000 0.8052 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 0.8625 0.000 0.9175 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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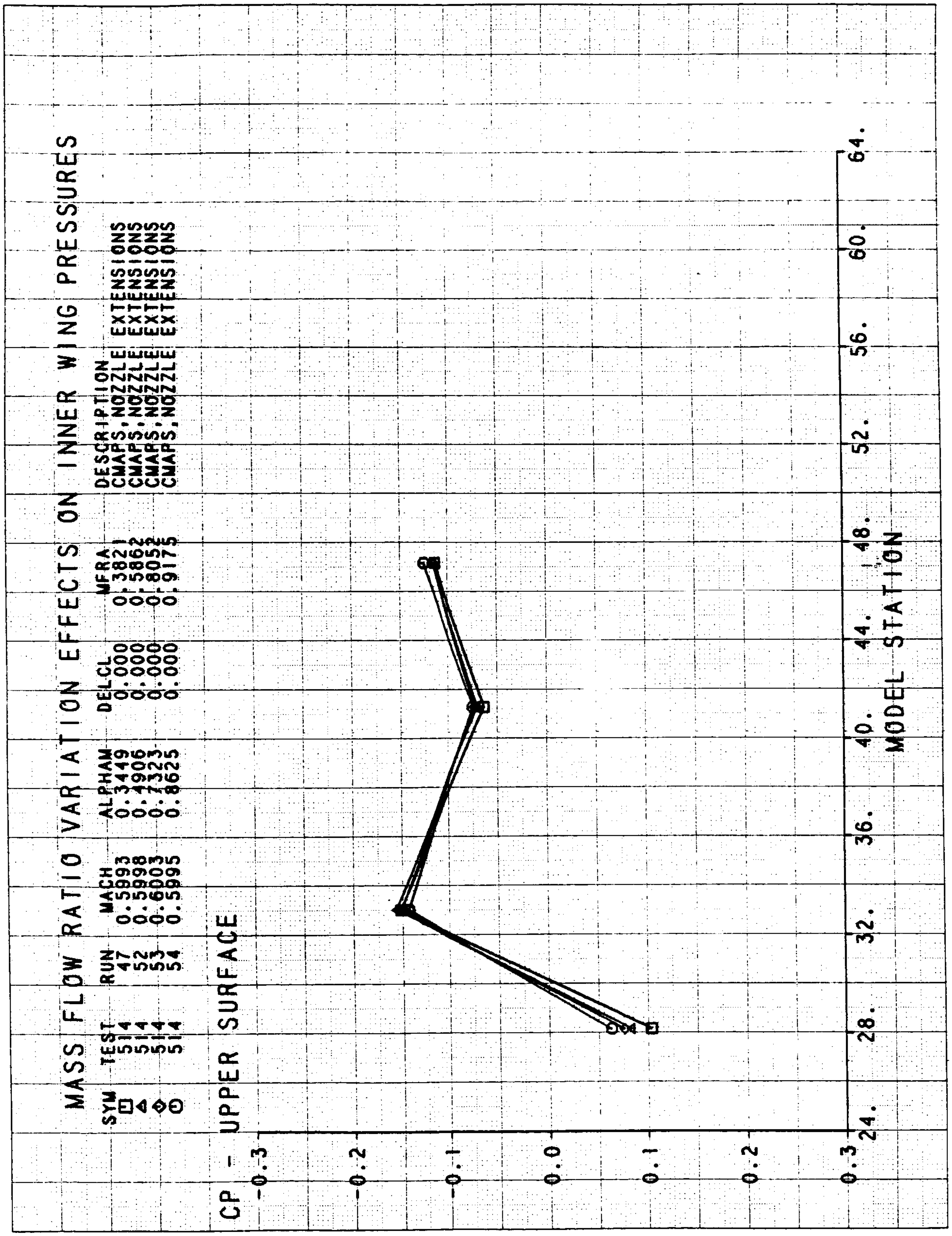
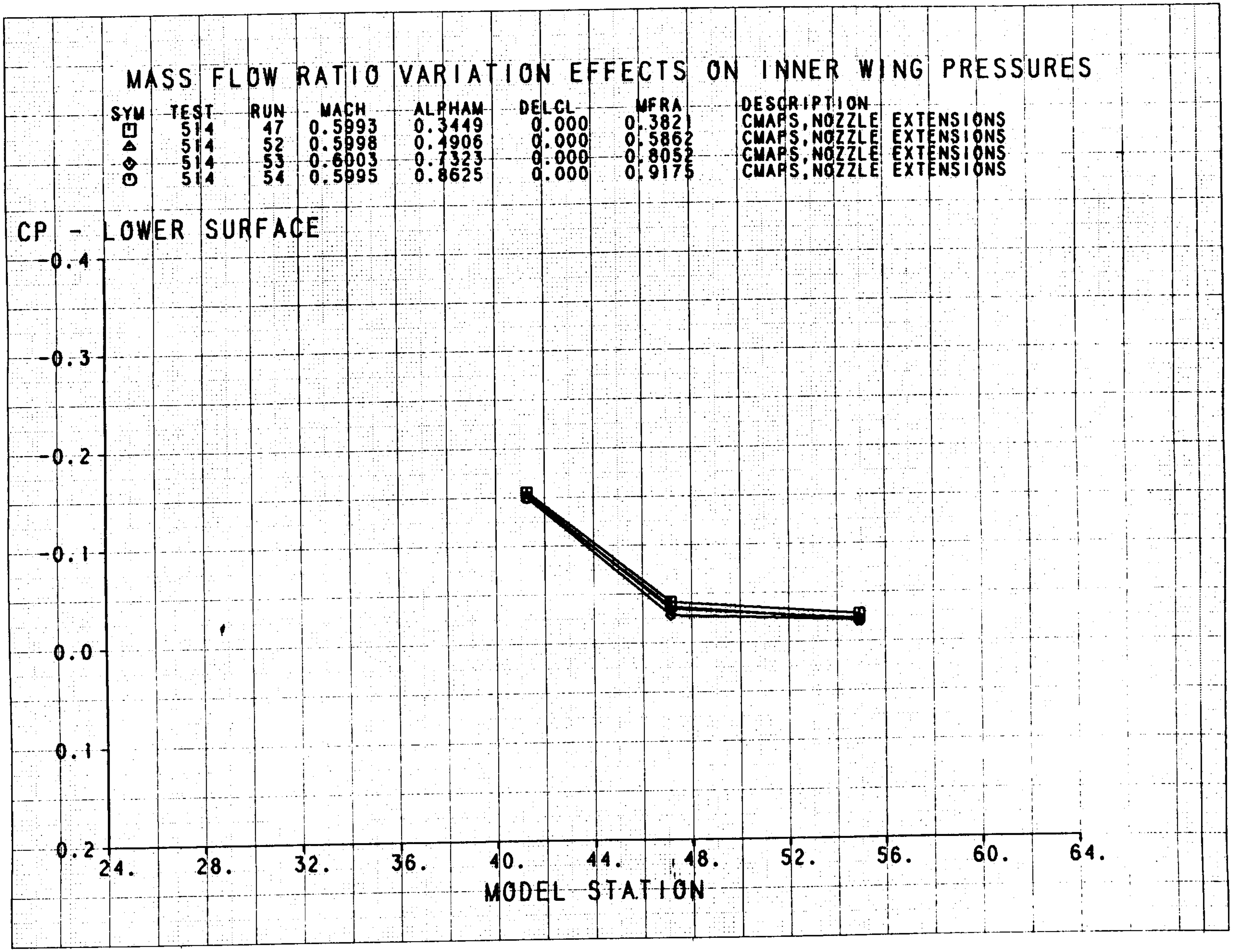
△ 514 52 0.5998 0.4906 0.000 0.5862 CMAPS,NOZZLE EXTENSIONS
◇ 514 53 0.6003 0.7323 0.000 0.8052 CMAPS,NOZZLE EXTENSIONS
○ 514 54 0.5995 0.8625 0.000 0.9175 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 47 0.5993 0.3449 0.0000 0.3821 CMAPS,NOZZLE EXTENSIONS
514 52 0.5998 0.4906 0.0000 0.5862 CMAPS,NOZZLE EXTENSIONS
514 53 0.6003 0.7323 0.000 0.8052 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 0.8625 0.000 0.9175 CMAPS,NOZZLE EXTENSIONS
UPPER SURFACE
CP
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 52 0.5998 0.4906 0.000 0.5862 CMAPS,NOZZLE EXTENSIONS
514 53 0.6003 0.7323 0.000 0.8052 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 0.8625 0.000 0.9175 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
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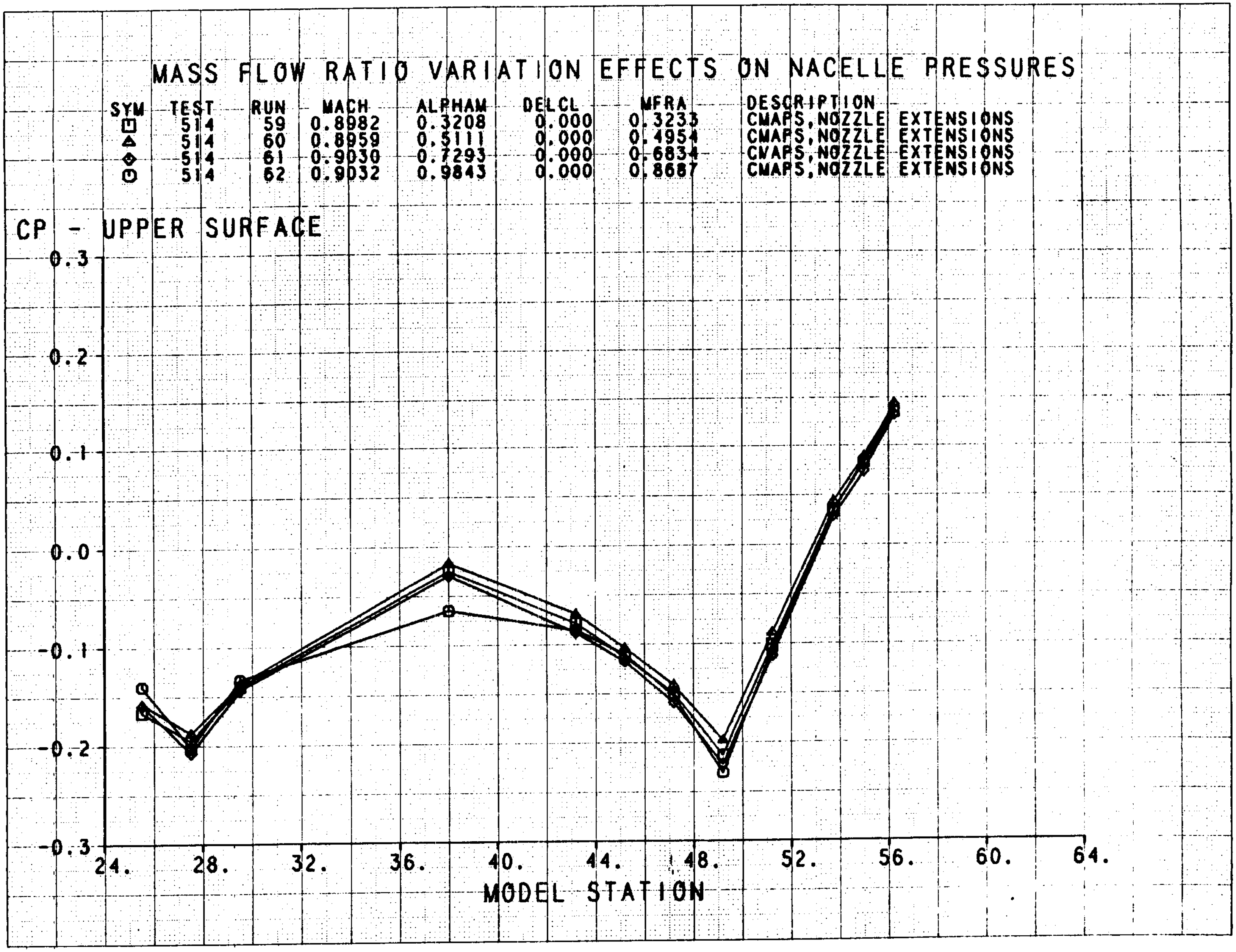
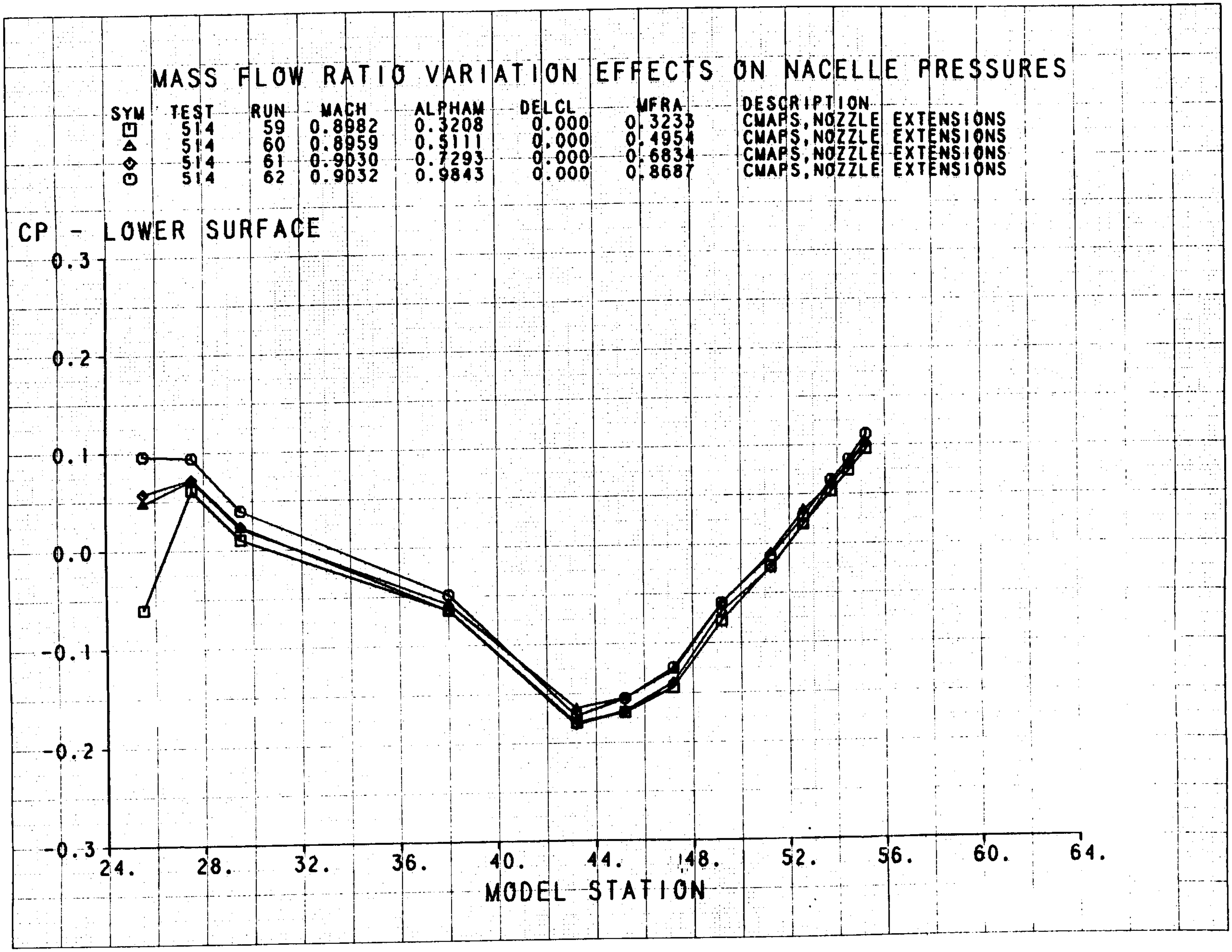
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 59 0.8982 0.3208 0.000 0.3233 CMAPS,NOZZLE EXTENSIONS
△ 514 60 0.8959 0.5111 0.000 0.4954 CMAPS,NOZZLE EXTENSIONS
◇ 514 61 0.9030 0.7293 0.000 0.6834 CMAPS,NOZZLE EXTENSIONS
○ 514 62 0.9032 0.9843 0.000 0.8687 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

C-2


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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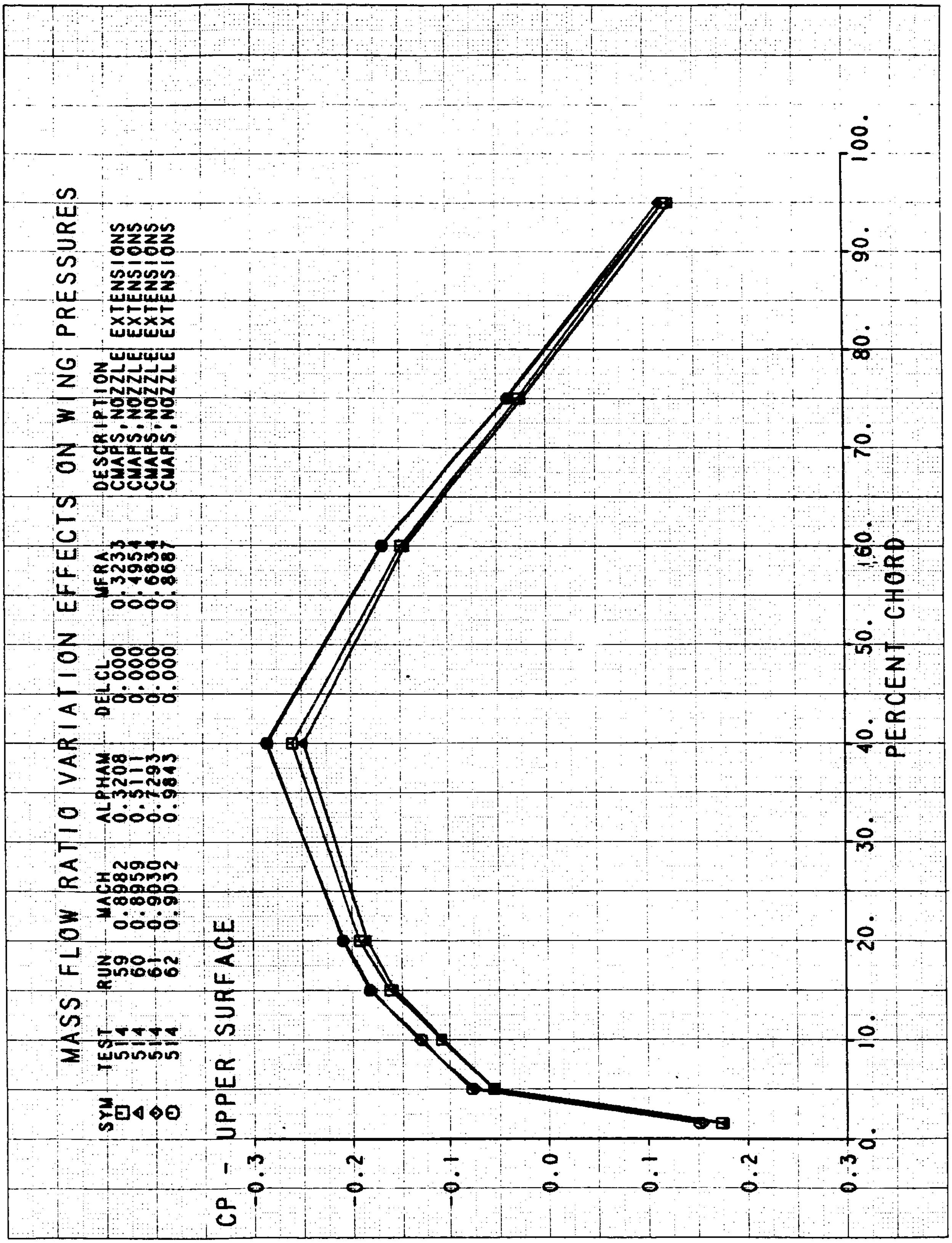
514 60 0.8959 0.5111 0.000 0.4954 CMAPS,NOZZLE EXTENSIONS
514 61 0.9030 0.7293 0.000 0.6834 CMAPS,NOZZLE EXTENSIONS
514 62 0.9032 0.9843 0.000 0.8687 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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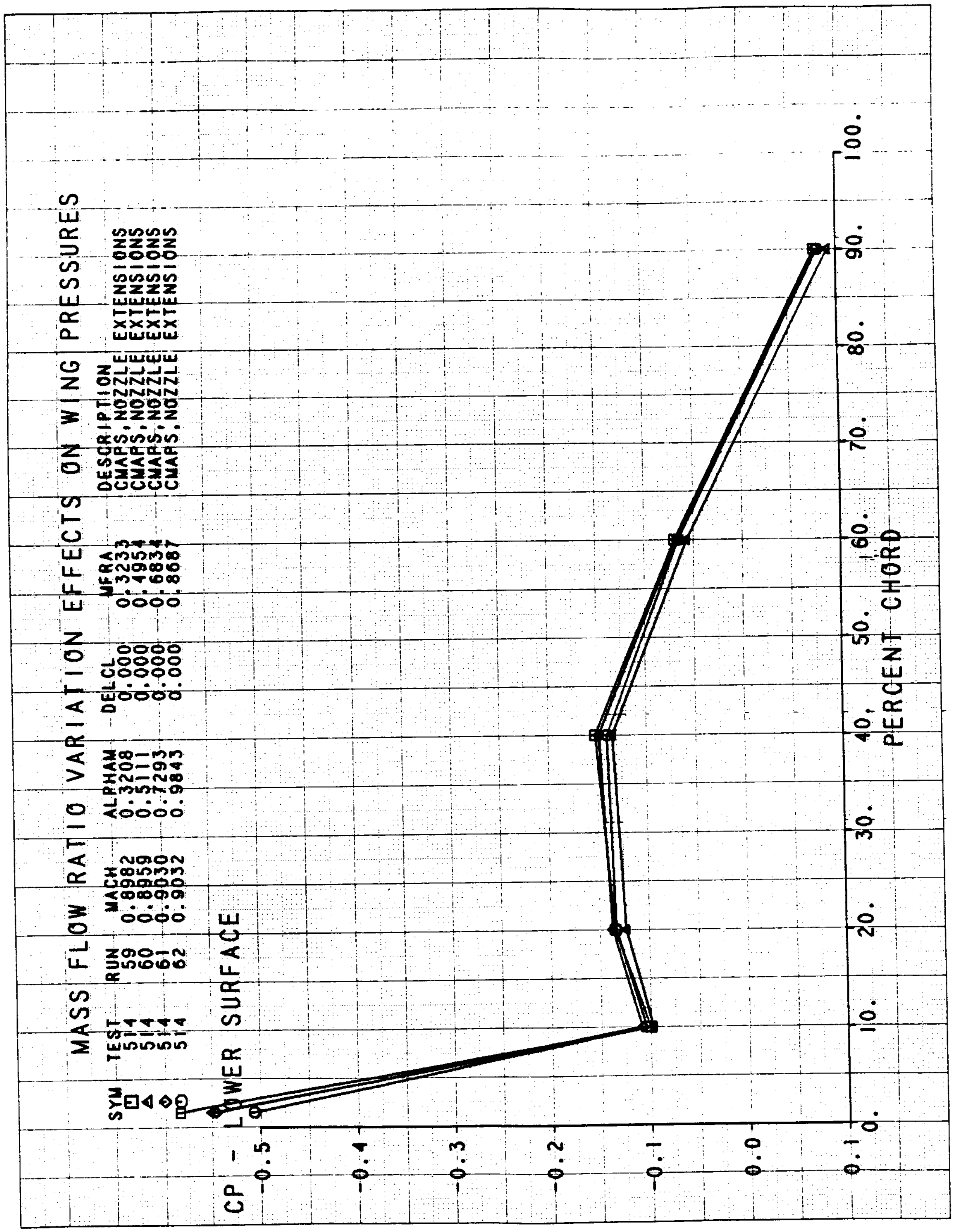
△ 514 60 0.8959 0.5111 0.000 0.4954 CMAPS,NOZZLE EXTENSIONS
◇ 514 61 0.9030 0.7293 0.000 0.6834 CMAPS,NOZZLE EXTENSIONS
○ 514 62 0.9032 0.9843 0.000 0.8687 CMAPS,NOZZLE EXTENSIONS
UPPER SURFACE
CP
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 60 0.8959 0.5111 0.000 0.4954 CMAPS,NOZZLE EXTENSIONS
514 61 0.9030 0.7293 0.000 0.6834 CMAPS,NOZZLE EXTENSIONS
514 62 0.9032 0.9843 0.000 0.8687 CMAPS,NOZZLE EXTENSIONS
LOWER SURFACE
CP
-0.5
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.
10.
20.
30.
40.
50.
60.
70.
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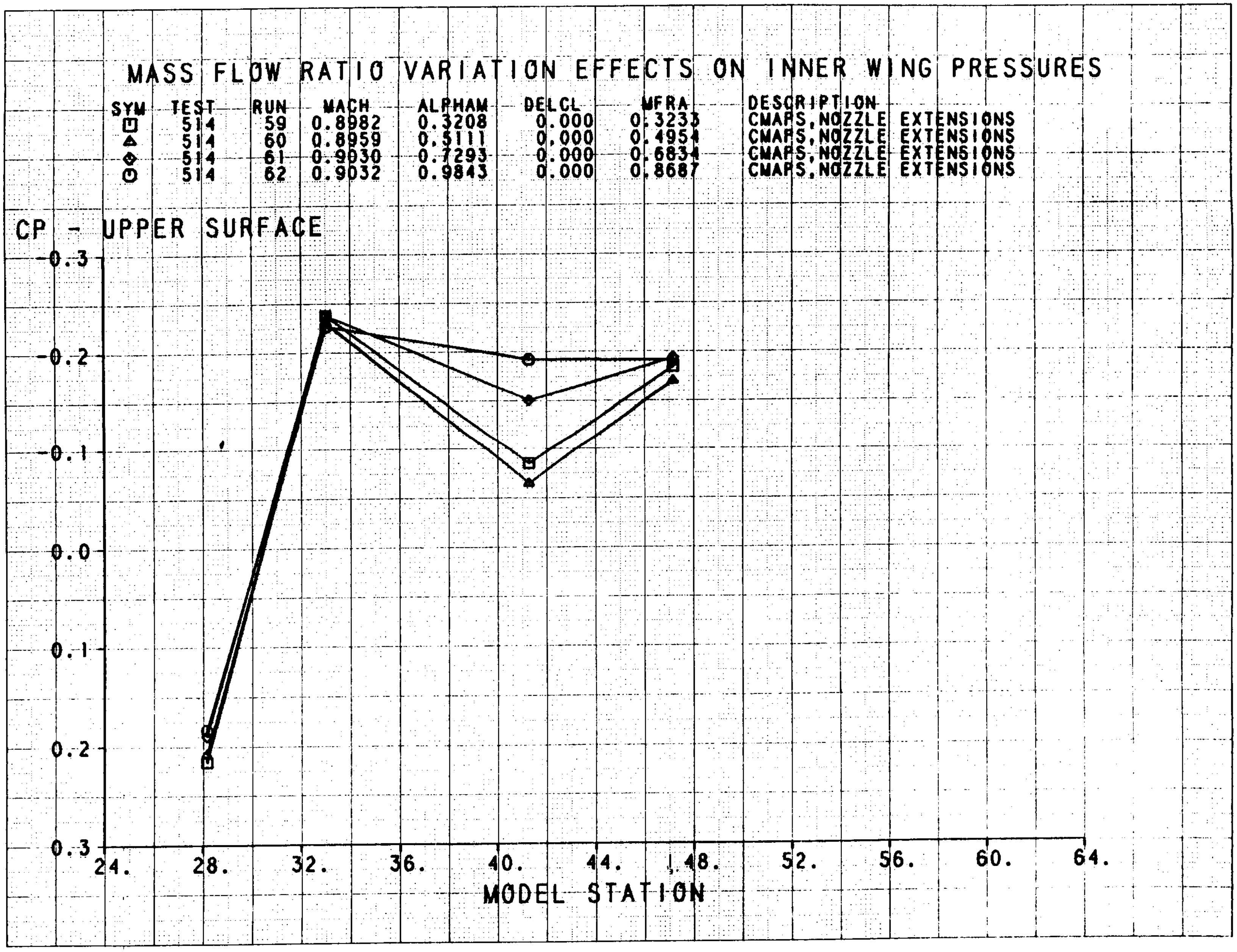
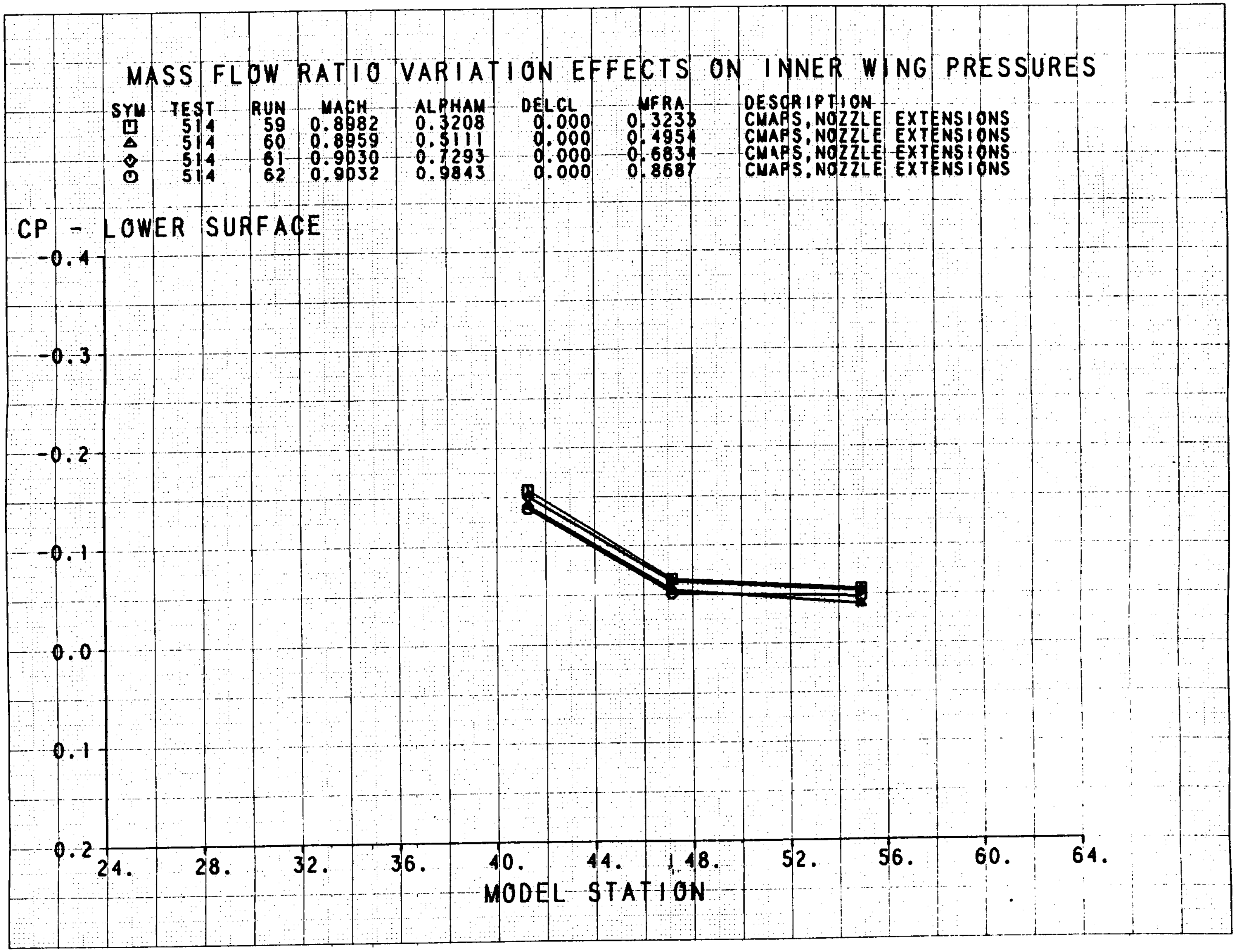
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 59 0.8982 0.3208 0.000 0.3233 CMAPS,NOZZLE EXTENSIONS
514 60 0.8959 0.5111 0.000 0.4954 CMAPS,NOZZLE EXTENSIONS
514 61 0.9030 0.7293 0.000 0.6834 CMAPS,NOZZLE EXTENSIONS
514 62 0.9032 0.9843 0.000 0.8687 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 60 0.8959 0.5111 0.000 0.4954 CMAPS,NOZZLE EXTENSIONS
514 61 0.9030 0.7293 0.000 0.6834 CMAPS,NOZZLE EXTENSIONS
514 62 0.9032 0.9843 0.000 0.8687 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
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28.
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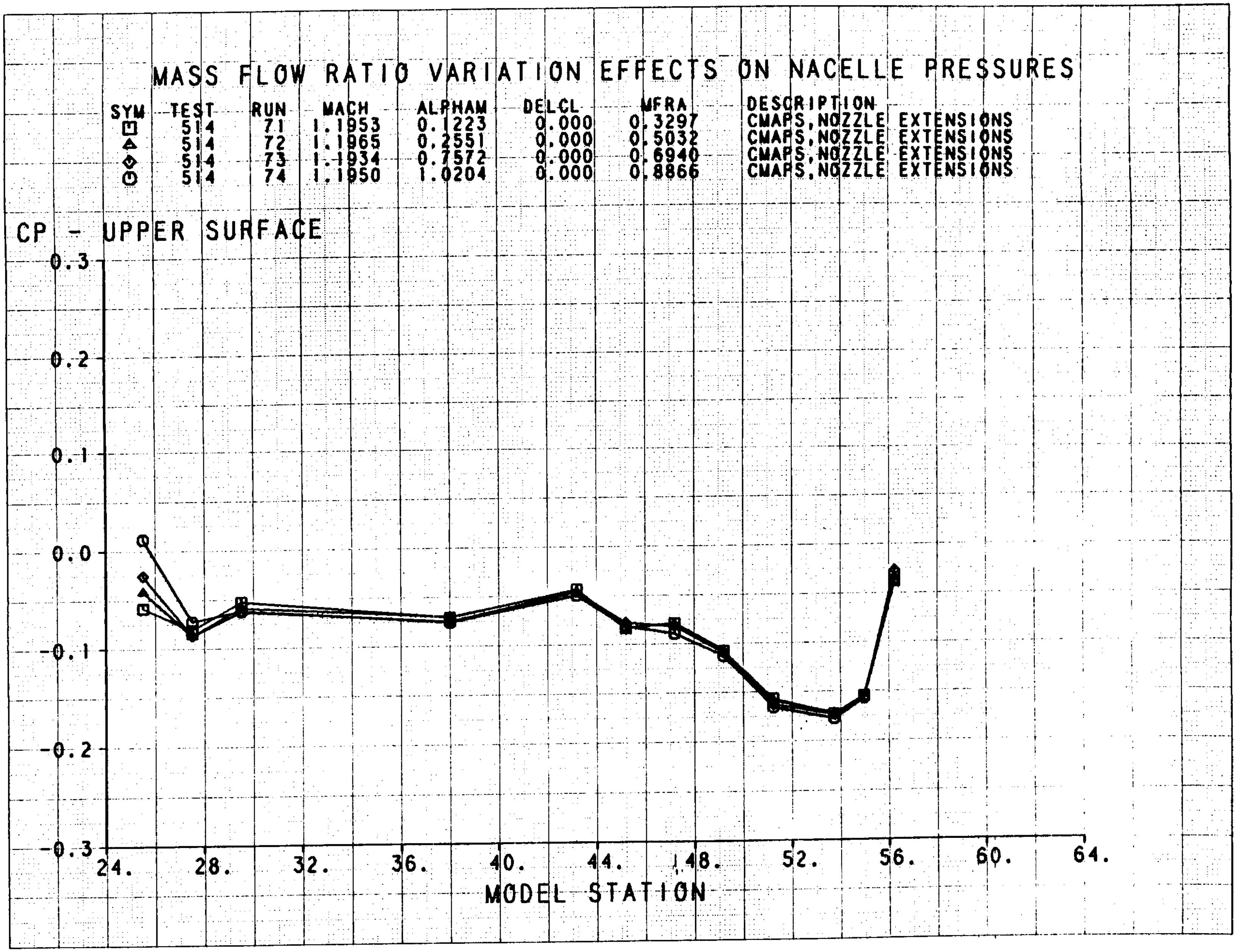
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 71 1.1953 0.1223 0.000 0.3297 CMAPS,NOZZLE EXTENSIONS
514 72 1.1965 0.2551 0.000 0.5032 CMAPS,NOZZLE EXTENSIONS
514 73 1.1934 0.7572 0.000 0.6940 CMAPS,NOZZLE EXTENSIONS
514 74 1.1950 1.0204 0.000 0.8866 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
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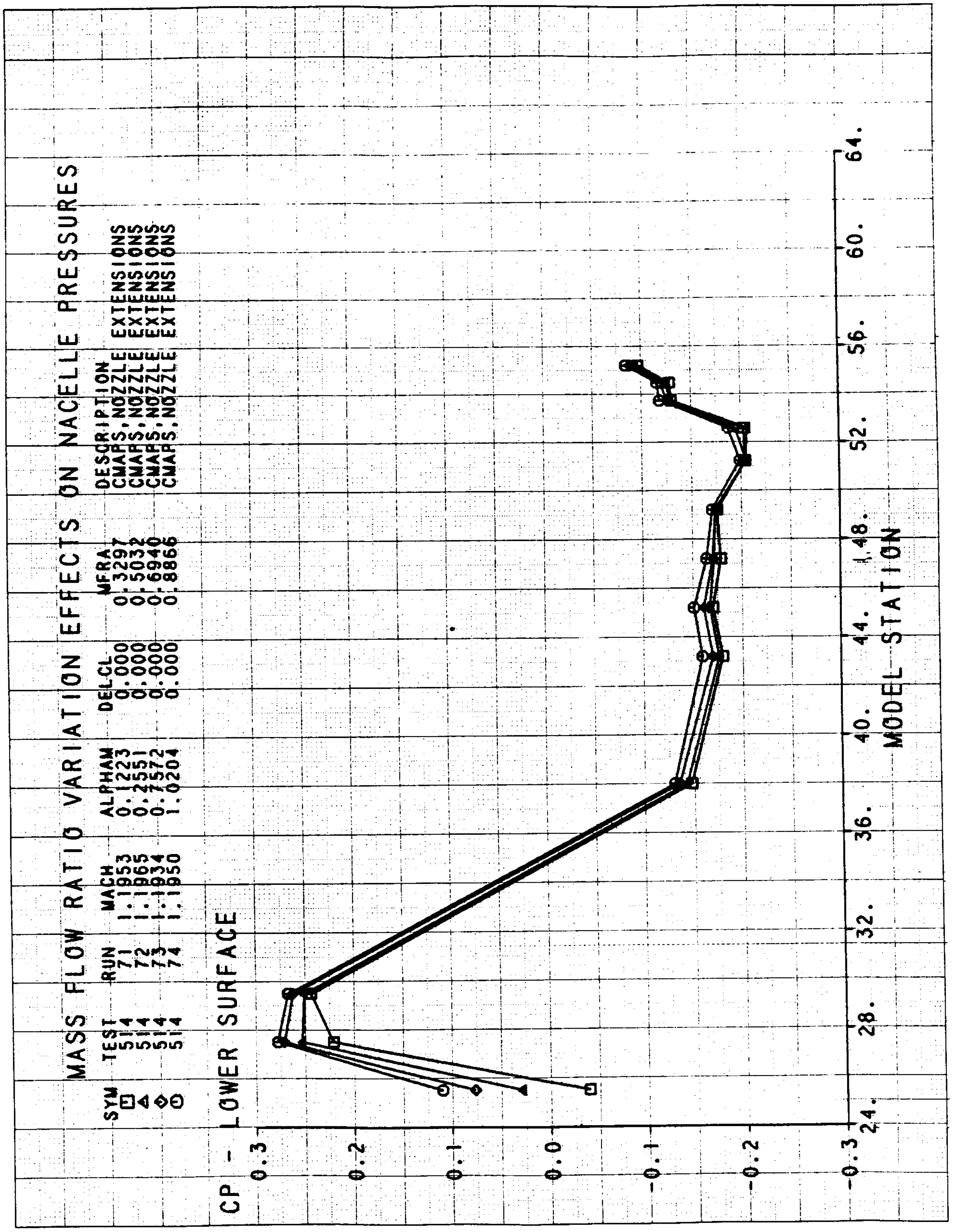
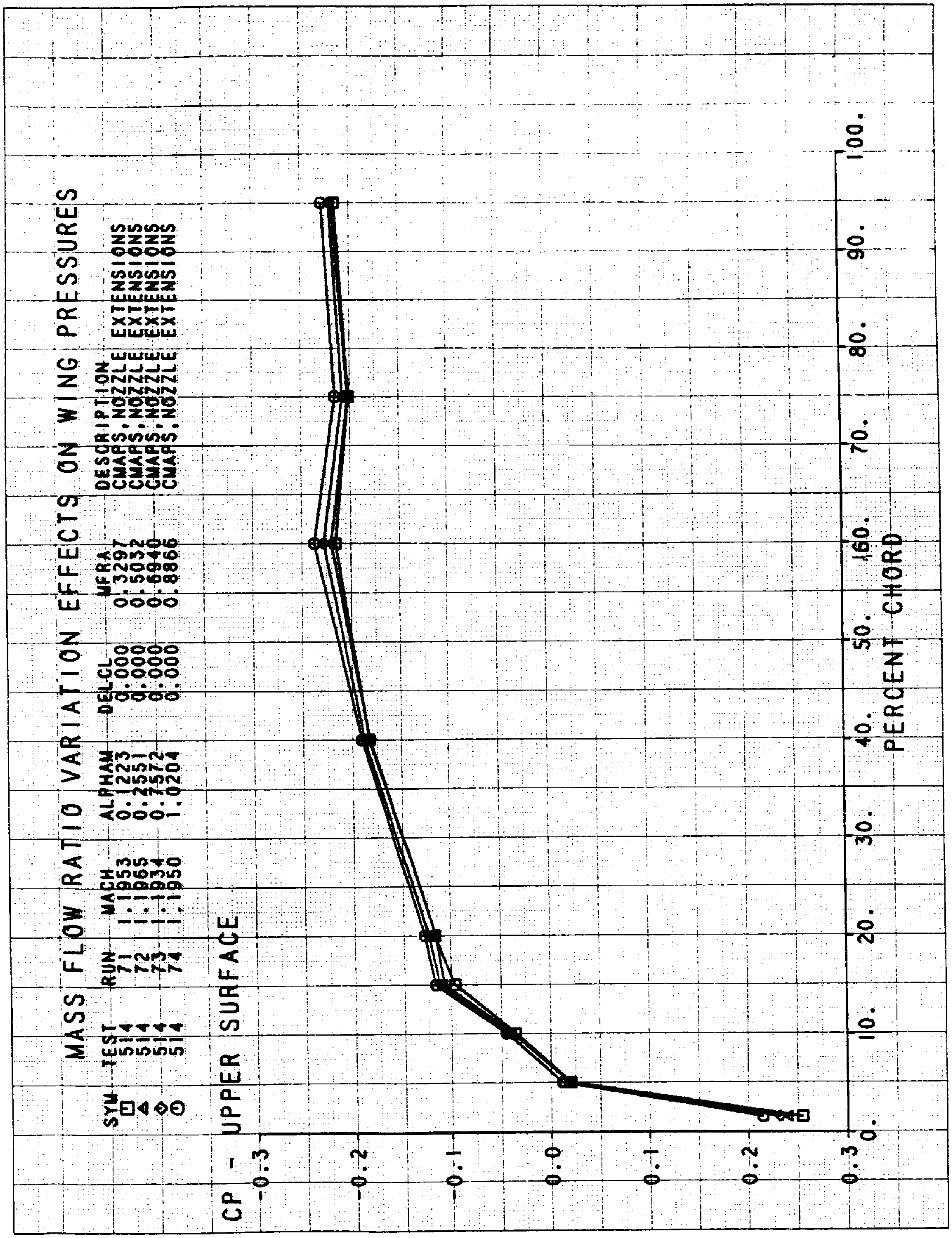
52.
56.
60.
64.
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 71 1.1953 0.1223 0.000 0.3297 CMAPS,NOZZLE EXTENSIONS
△ 514 72 1.1965 0.2551 0.000 0.5032 CMAPS,NOZZLE EXTENSIONS
◇ 514 73 1.1934 0.7572 0.000 0.6940 CMAPS,NOZZLE EXTENSIONS
⊙ 514 74 1.1950 1.0204 0.000 0.8866 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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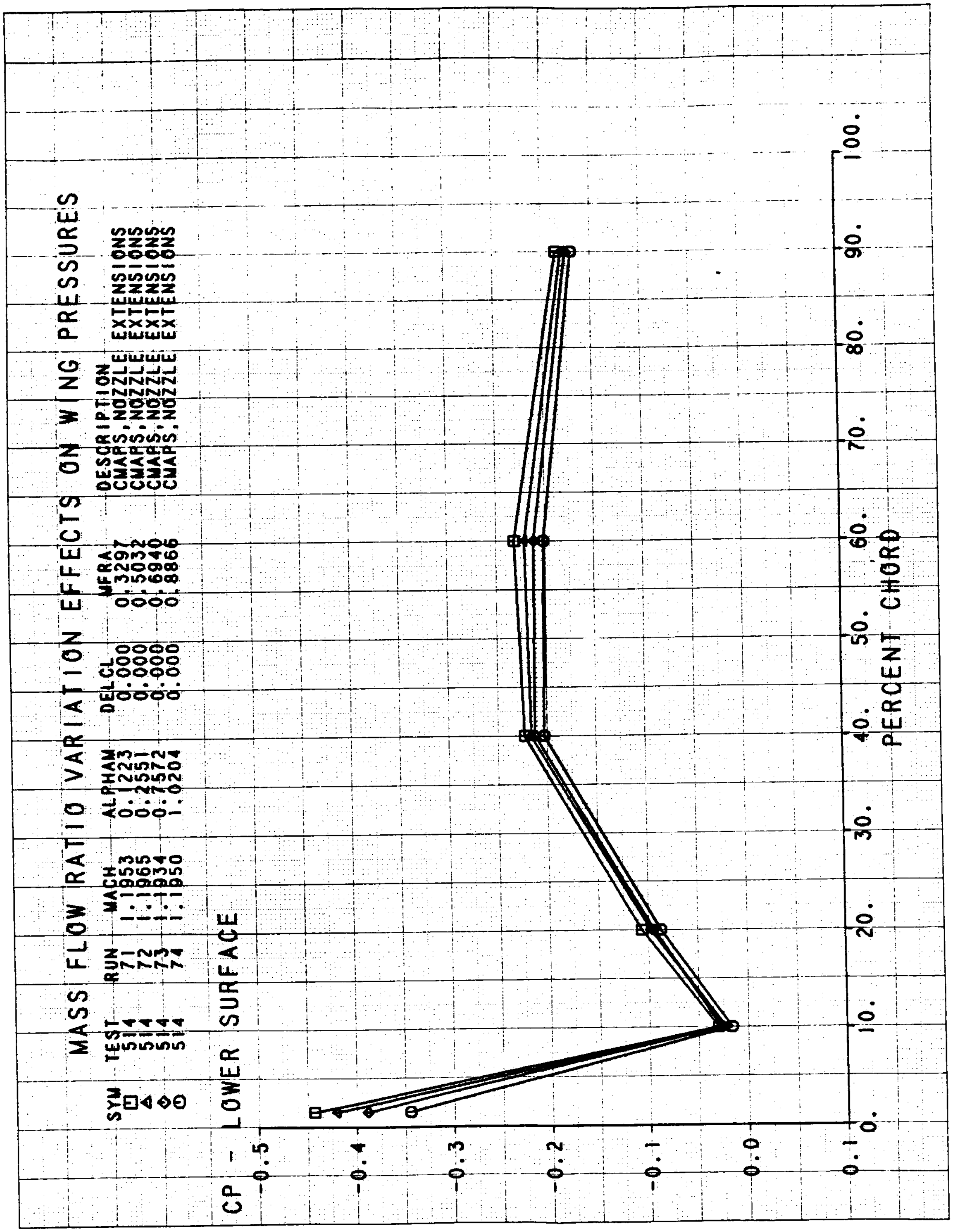
514 72 1.1965 0.2551 0.000 0.5032 CMAPS, NOZZLE EXTENSIONS
514 73 1.1934 0.7572 0.000 0.6940 CMAPS, NOZZLE EXTENSIONS
514 74 1.1950 1.0204 0.000 0.8866 CMAPS, NOZZLE EXTENSIONS
UPPER SURFACE
CP
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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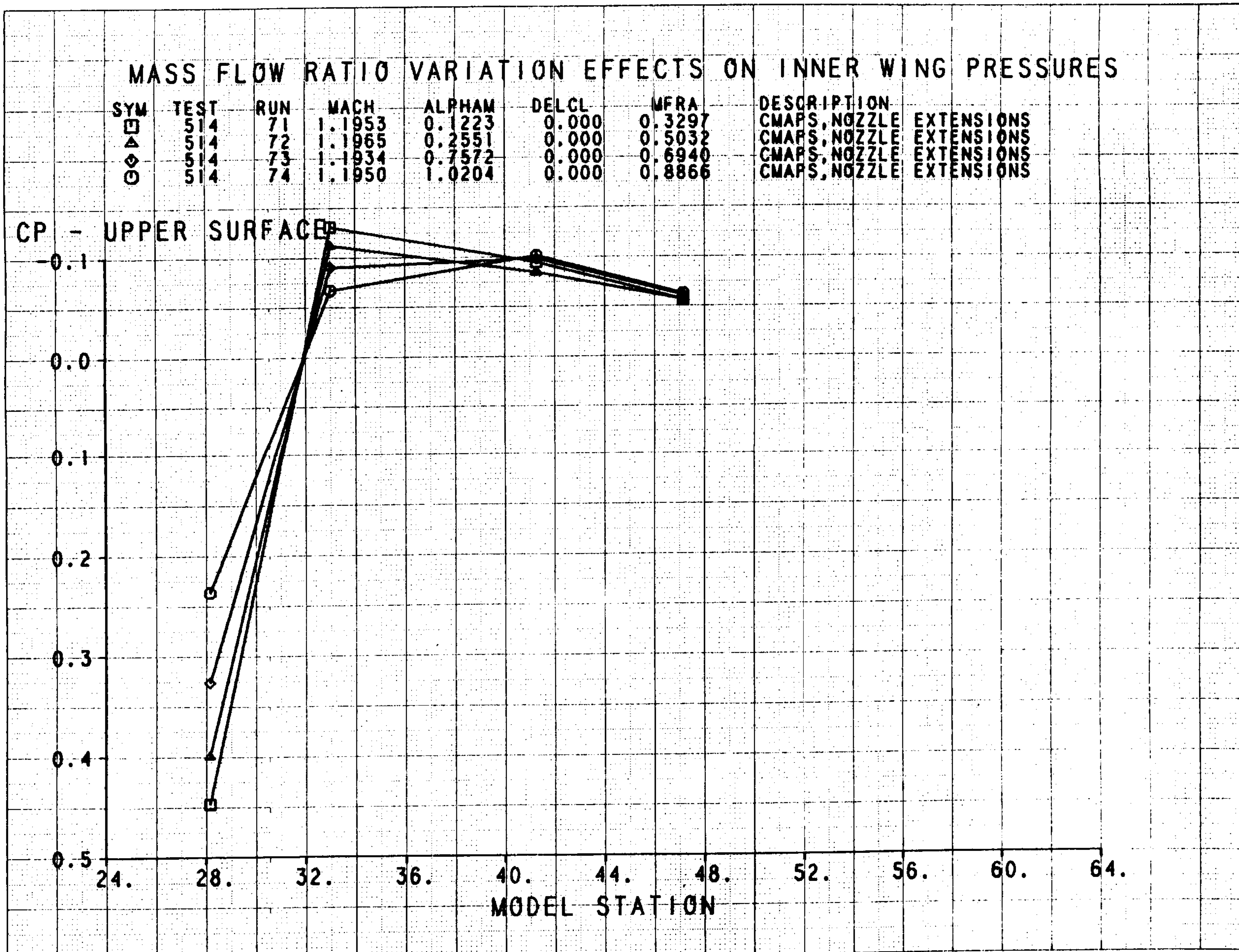
△ 514 72 1.1965 0.2551 0.000 0.5032 CMAPS, NOZZLE EXTENSIONS
◇ 514 73 1.1934 0.7572 0.000 0.6940 CMAPS, NOZZLE EXTENSIONS
○ 514 74 1.1950 1.0204 0.000 0.8866 CMAPS, NOZZLE EXTENSIONS
LOWER SURFACE
CP
-0.5
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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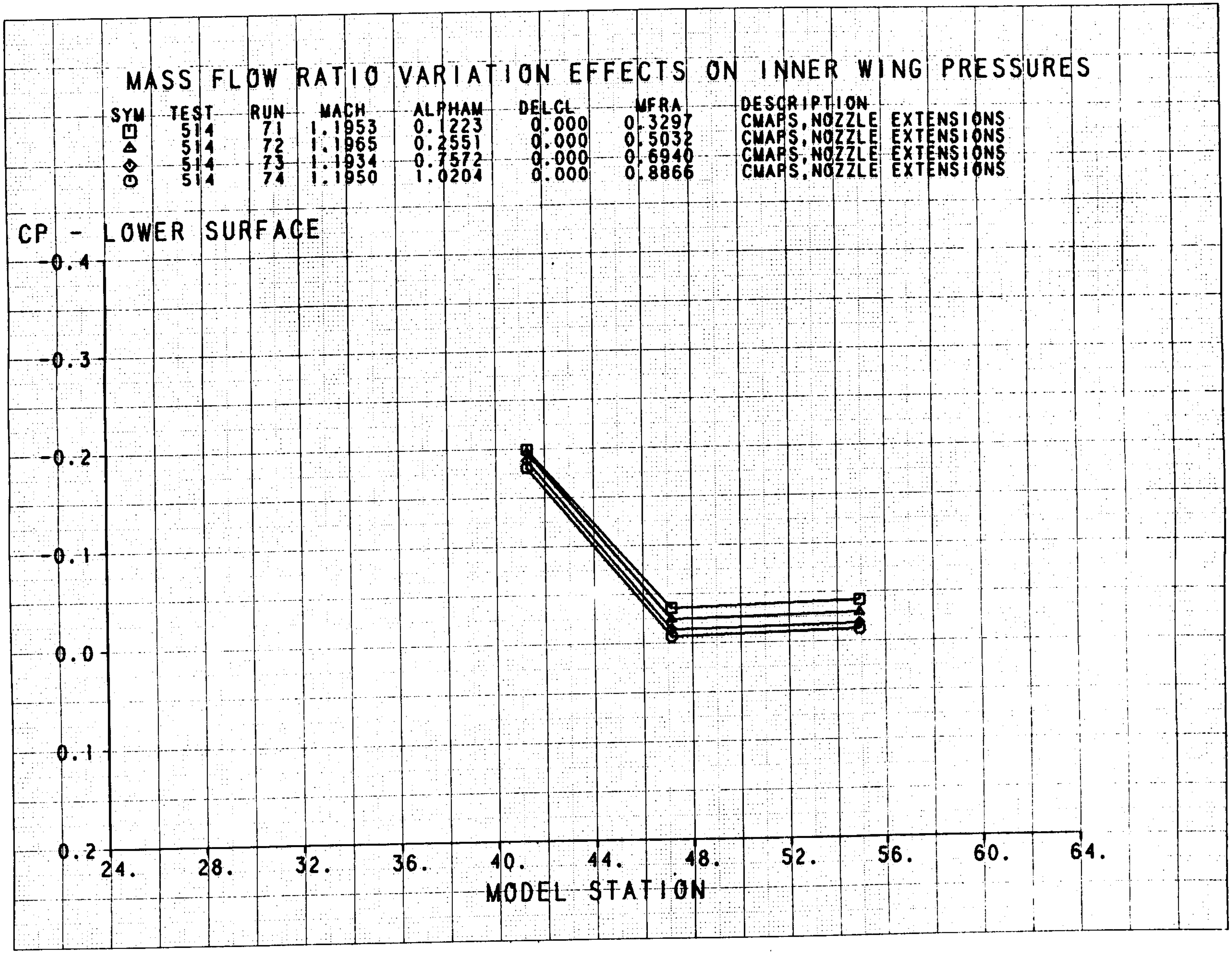
△ 514 72 1.1965 0.2551 0.000 0.5032 CMAPS,NOZZLE EXTENSIONS
◇ 514 73 1.1934 0.7572 0.000 0.6940 CMAPS,NOZZLE EXTENSIONS
○ 514 74 1.1950 1.0204 0.000 0.8866 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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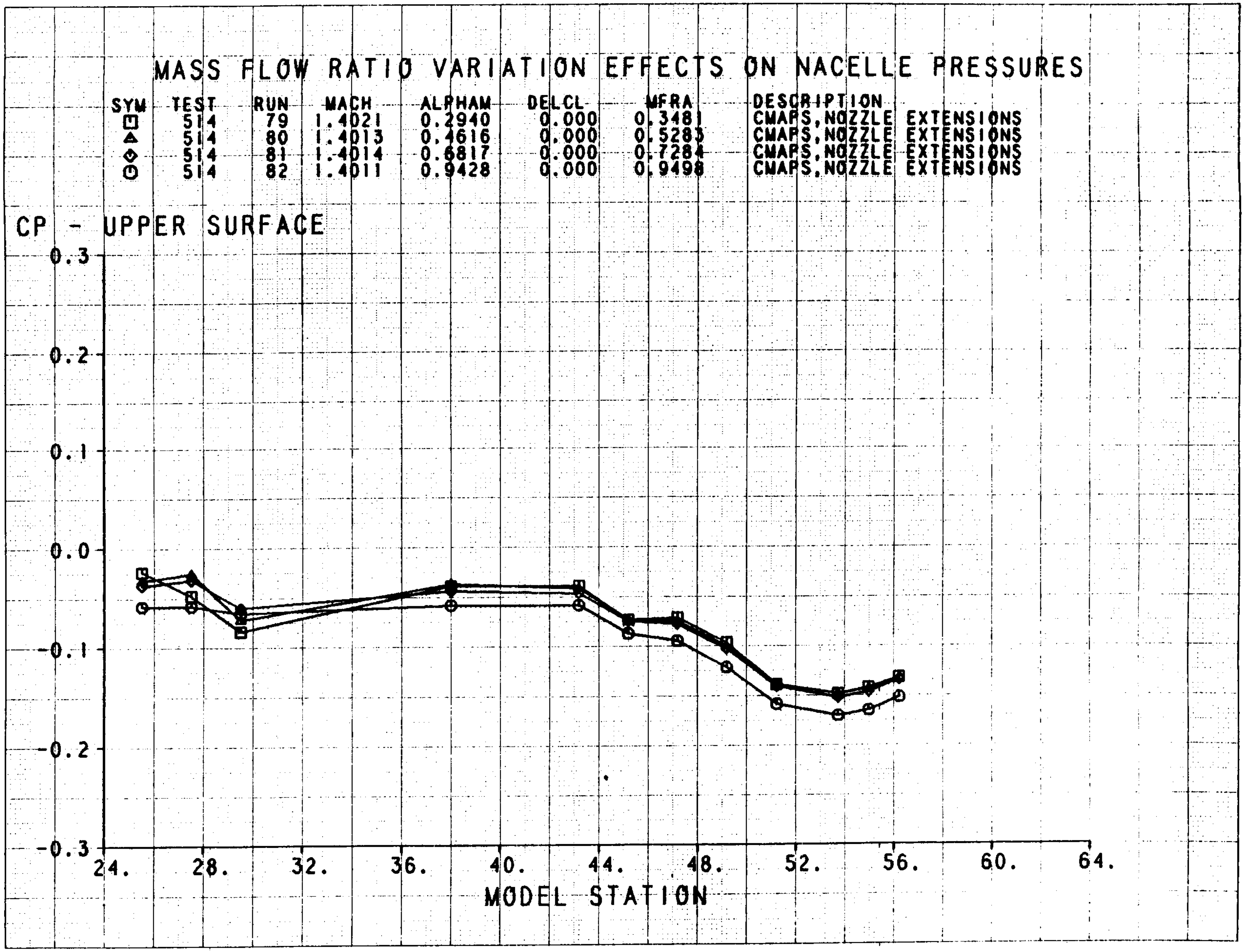
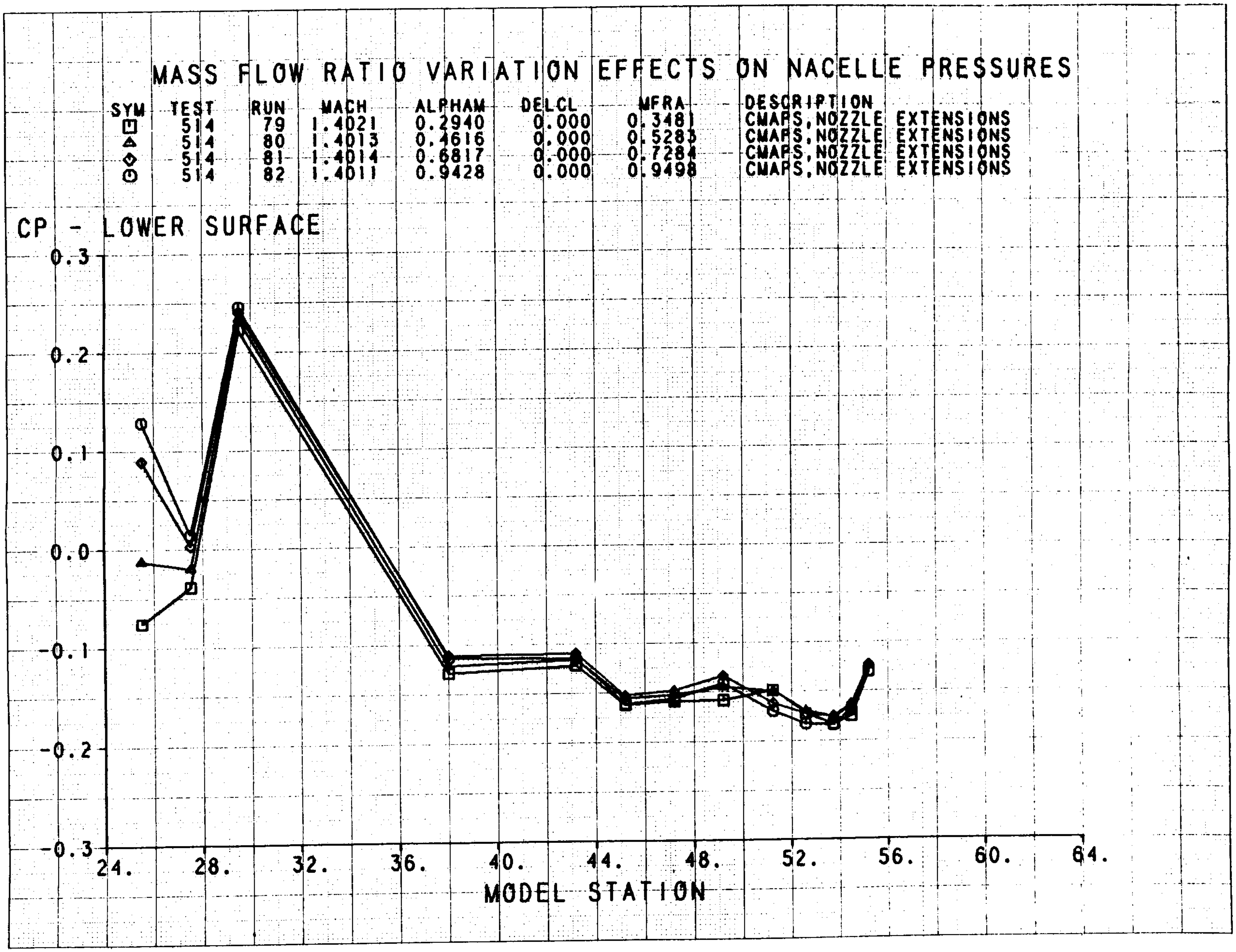
514 72 1.1965 0.2551 0.000 0.5032 CMAPS,NOZZLE EXTENSIONS
514 73 1.1934 0.7572 0.000 0.6940 CMAPS,NOZZLE EXTENSIONS
514 74 1.1950 1.0204 0.000 0.8866 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 79 1.4021 0.2940 0.000 0.3481 CMAPS, NOZZLE EXTENSIONS
514 80 1.4013 0.4616 0.000 0.5283 CMAPS, NOZZLE EXTENSIONS
514 81 1.4014 0.6817 0.000 0.7284 CMAPS, NOZZLE EXTENSIONS
514 82 1.4011 0.9428 0.000 0.9498 CMAPS, NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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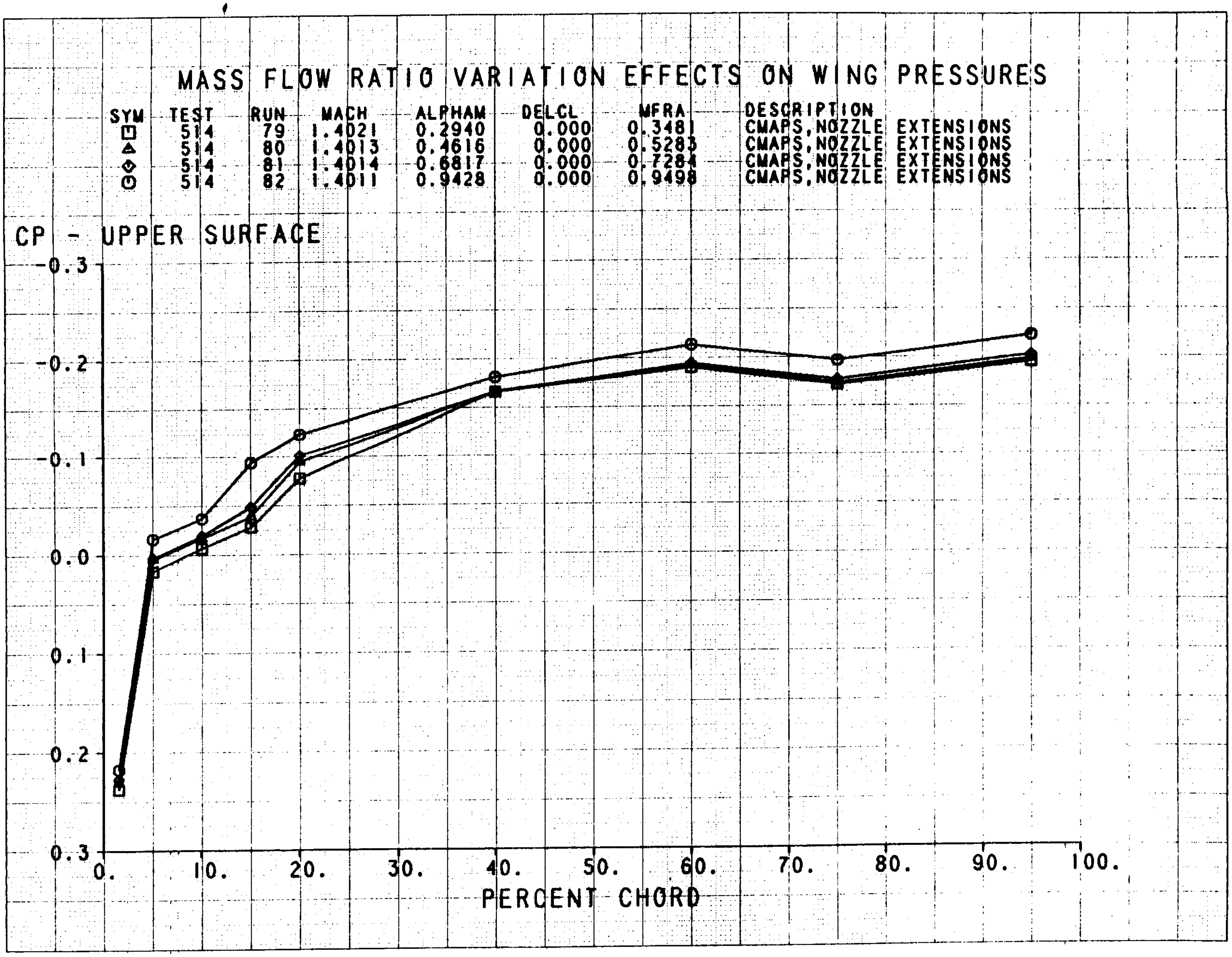
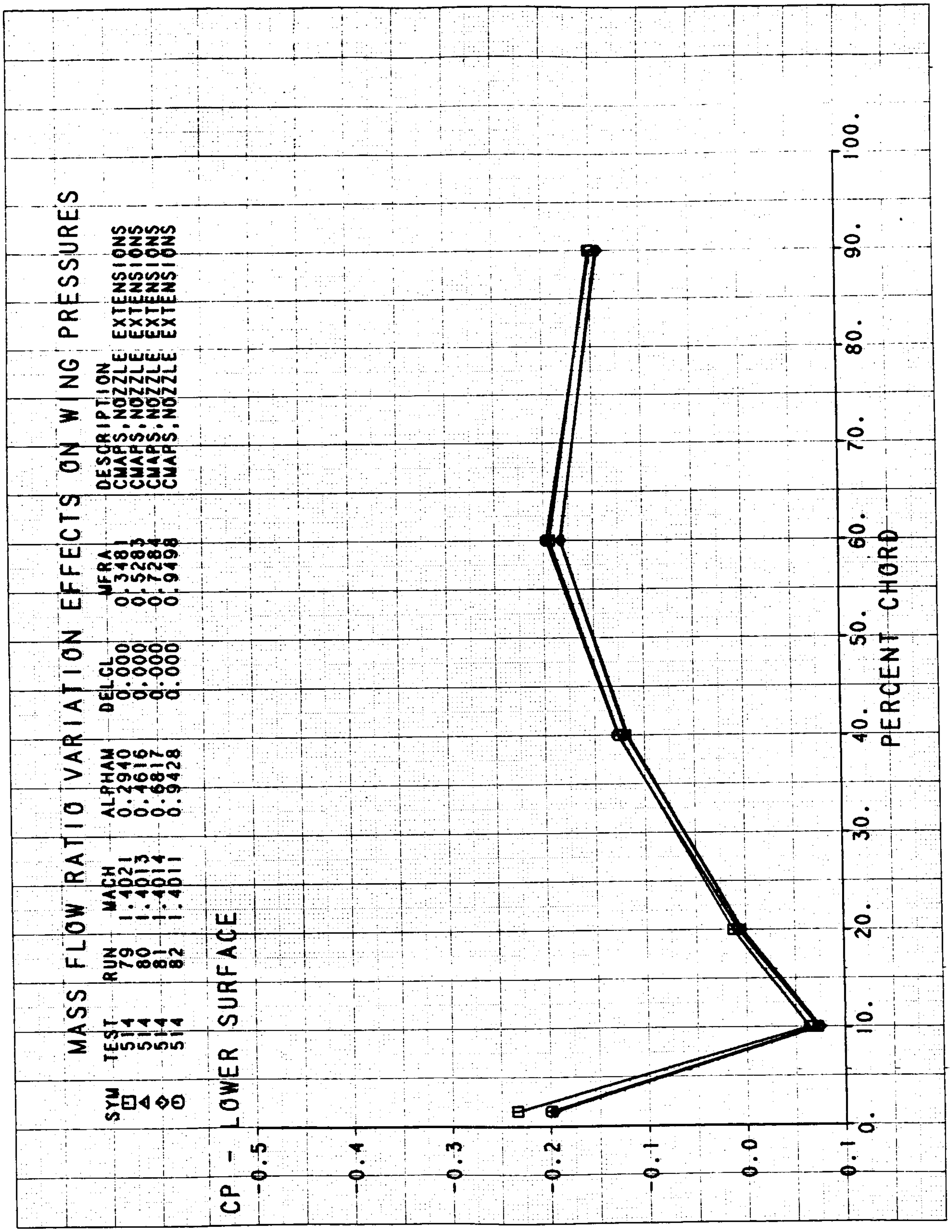
△ 514 80 1.4013 0.4616 0.000 0.5283 CMAPS,NOZZLE EXTENSIONS
◇ 514 81 1.4014 0.6817 0.000 0.7284 CMAPS,NOZZLE EXTENSIONS
○ 514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 79 1.4021 0.2940 0.000 0.3481 CMAPS,NOZZLE EXTENSIONS
514 80 1.4013 0.4616 0.000 0.5283 CMAPS,NOZZLE EXTENSIONS
514 81 1.4014 0.6817 0.000 0.7284 CMAPS,NOZZLE EXTENSIONS
514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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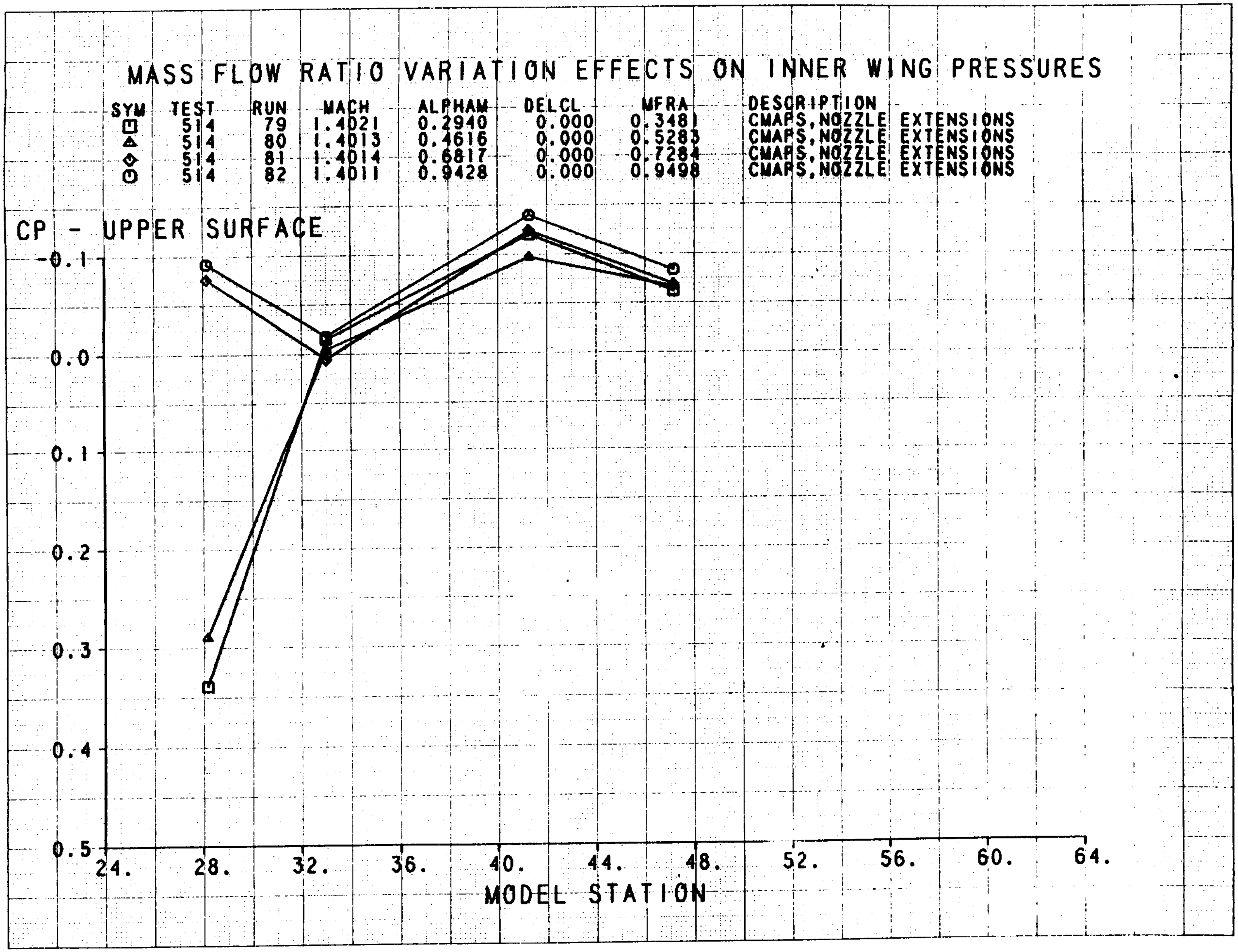
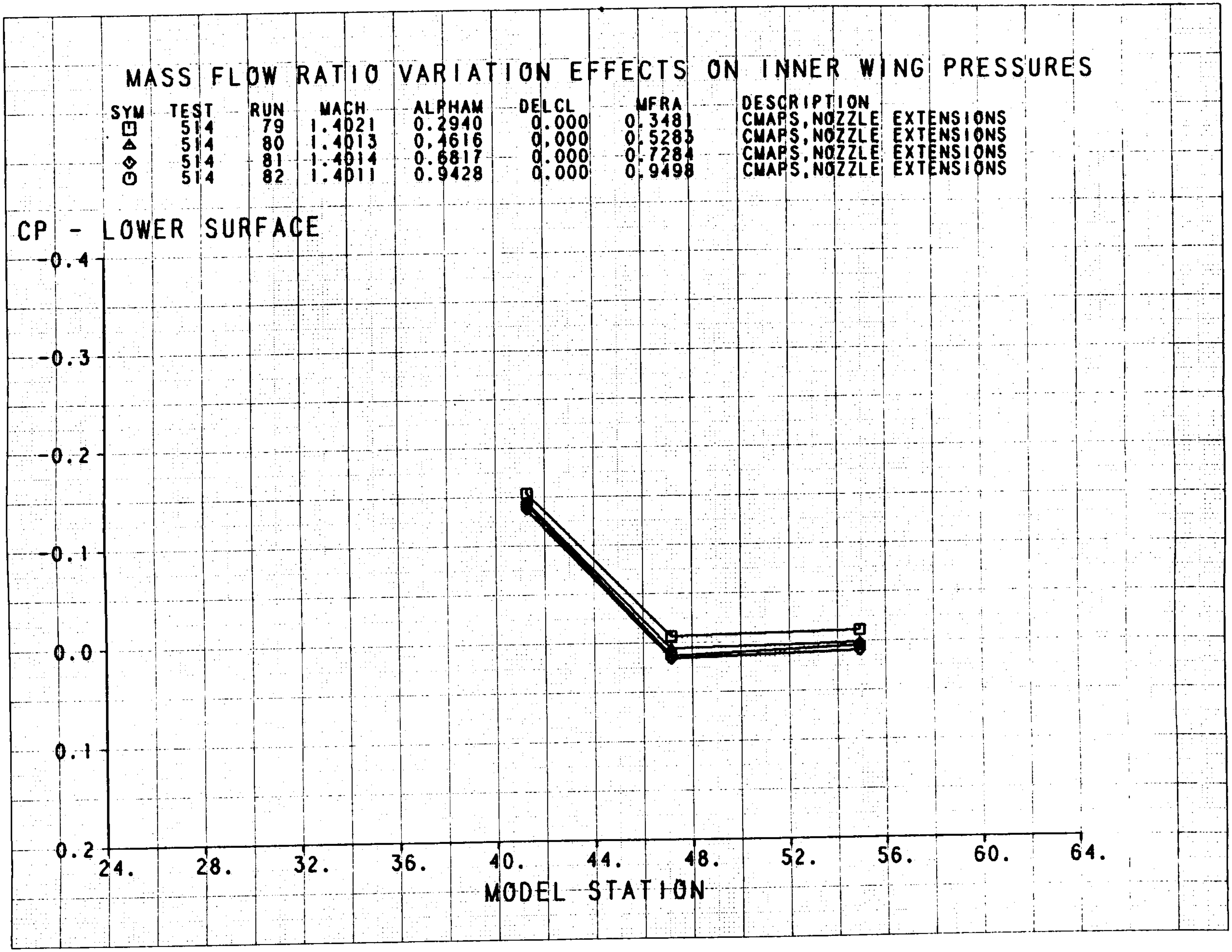
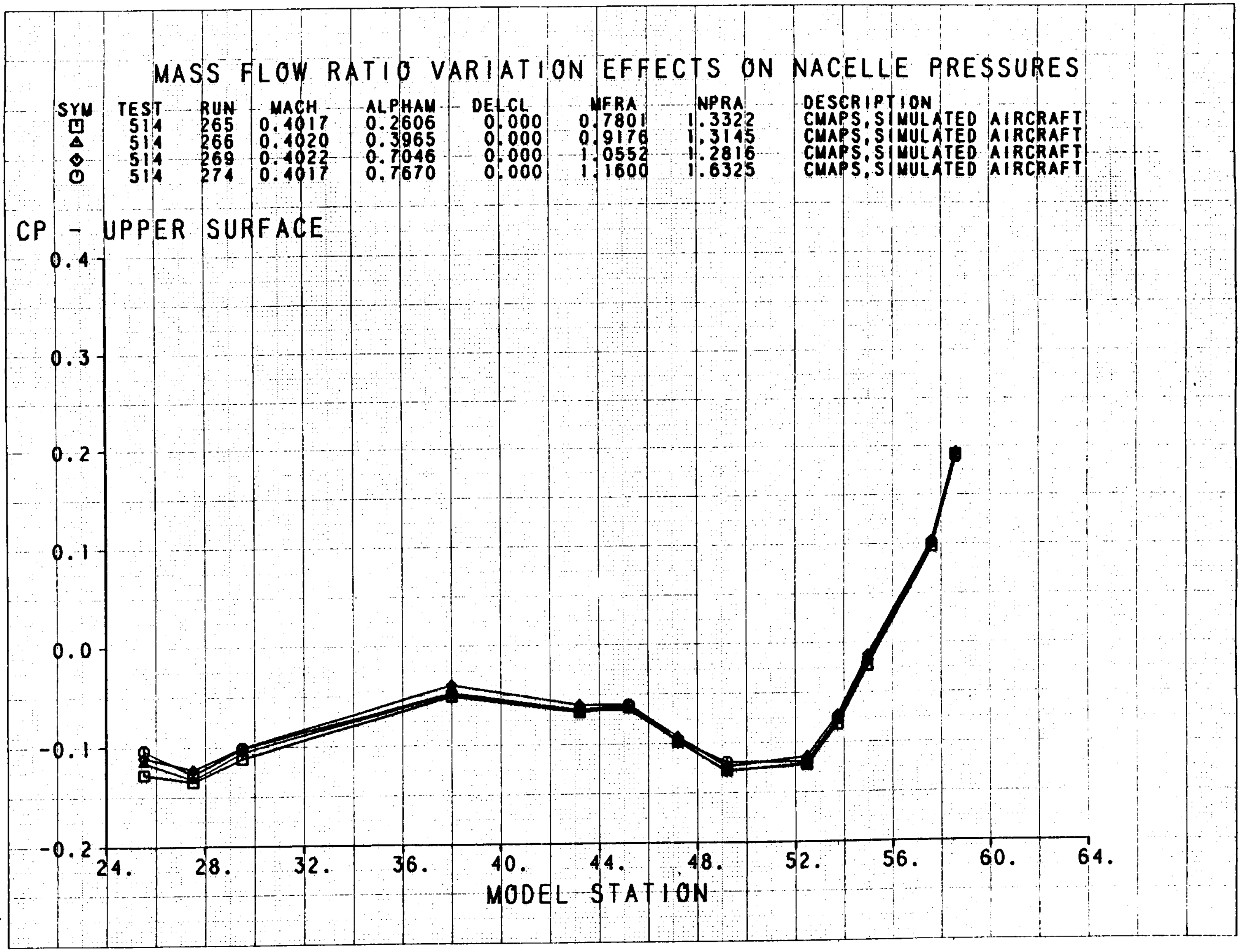
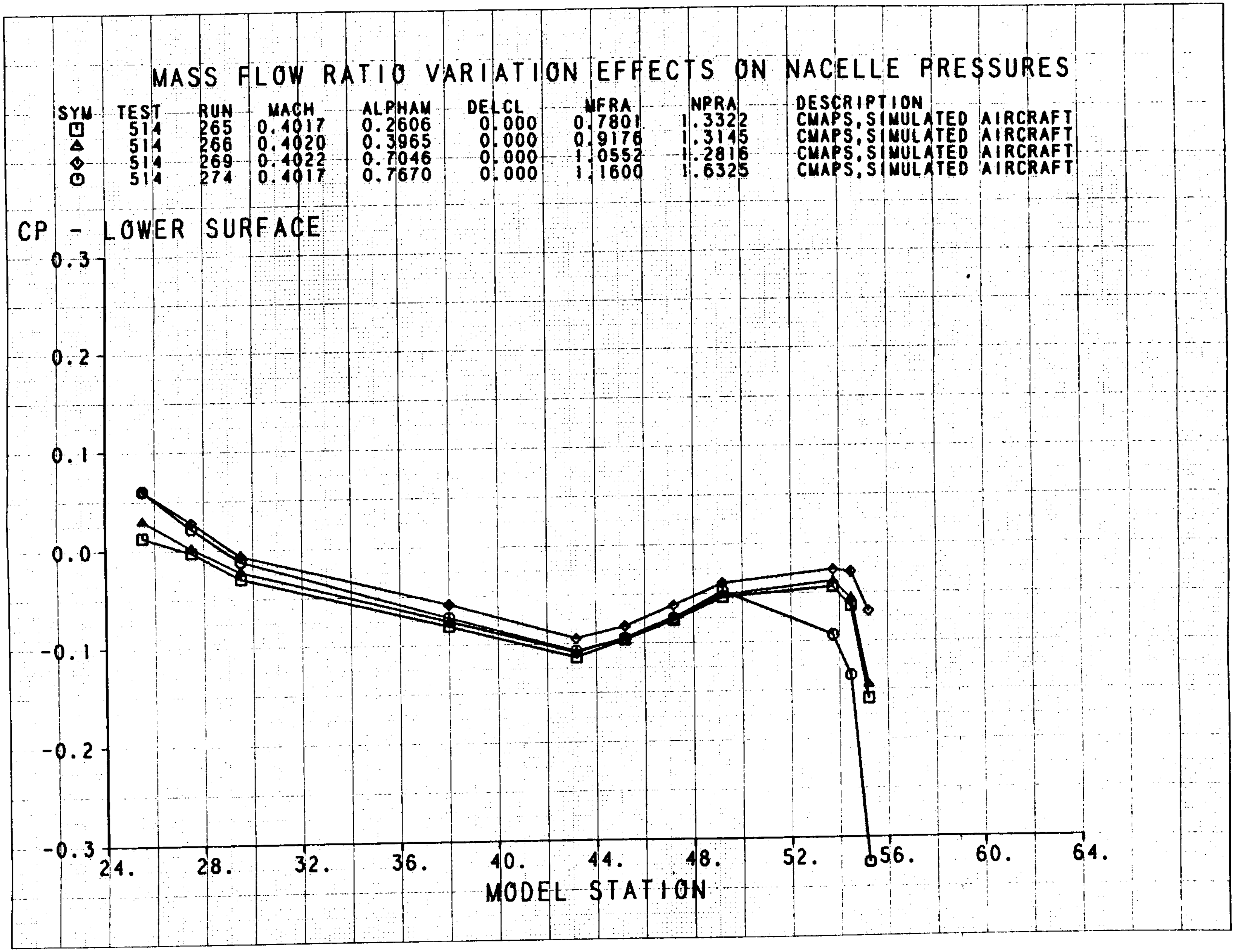
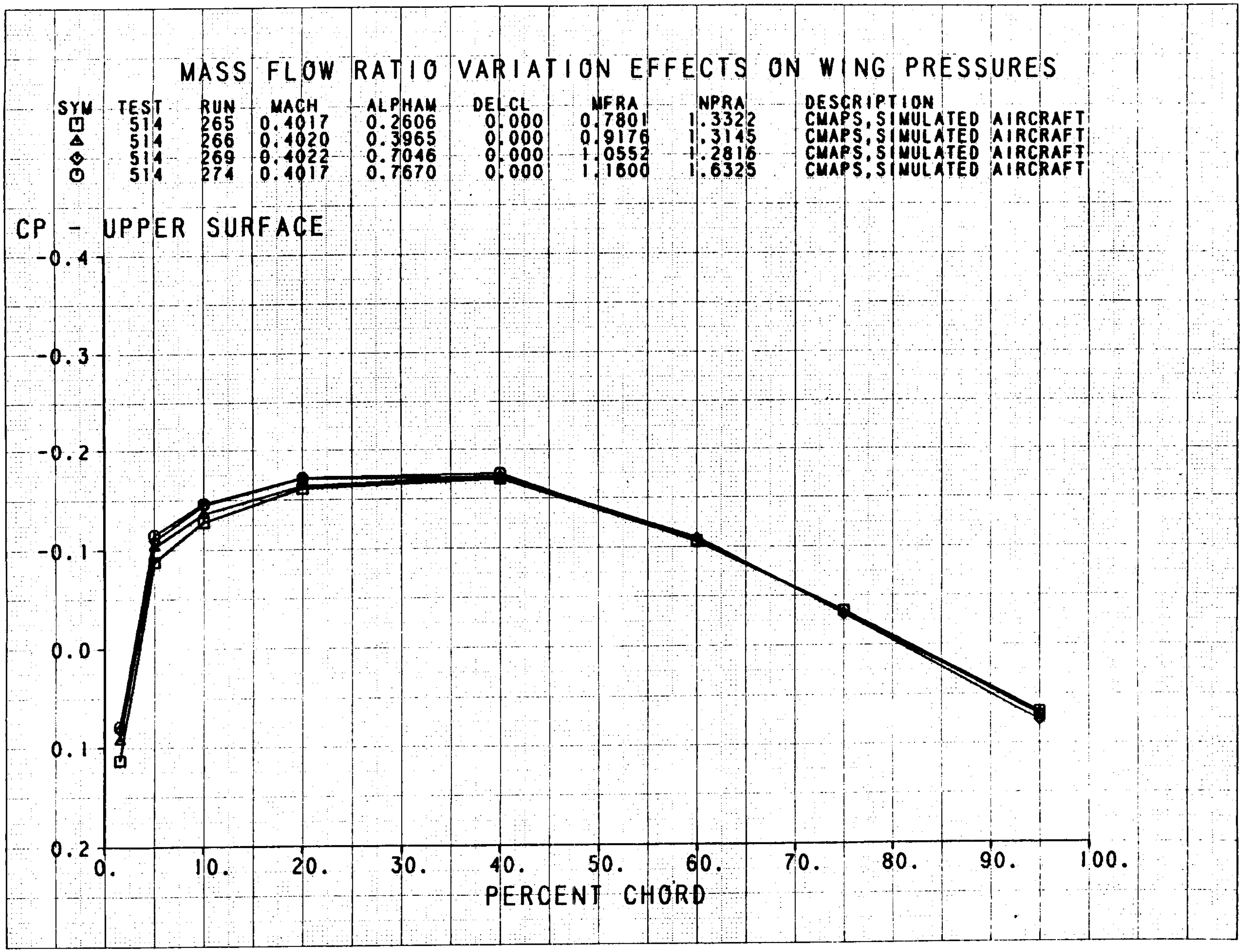
△ 514 80 1.4013 0.4616 0.000 0.5283 CMAPS,NOZZLE EXTENSIONS
◇ 514 81 1.4014 0.6817 0.000 0.7284 CMAPS,NOZZLE EXTENSIONS
⊙ 514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.5
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 79 1.4021 0.2940 0.000 0.3481 CMAPS,NOZZLE EXTENSIONS
514 80 1.4013 0.4616 0.000 0.5283 CMAPS,NOZZLE EXTENSIONS
514 81 1.4014 0.6817 0.000 0.7284 CMAPS,NOZZLE EXTENSIONS
514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 79 1.4021 0.2940 0.000 0.3481 CMAPS,NOZZLE EXTENSIONS
514 80 1.4013 0.4616 0.000 0.5283 CMAPS,NOZZLE EXTENSIONS
514 81 1.4014 0.6817 0.000 0.7284 CMAPS,NOZZLE EXTENSIONS
514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 265 0.4017 0.2606 0.000 0.7801 1.3322 CMAPS,SIMULATED AIRCRAFT
514 266 0.4020 0.3965 0.000 0.9176 1.3145 CMAPS,SIMULATED AIRCRAFT
514 269 0.4022 0.7046 0.000 1.0552 1.2816 CMAPS,SIMULATED AIRCRAFT
514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.4
0.3
0.2
0.1
0.0
-0.1
-0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 265 0.4017 0.2606 0.000 0.7801 1.3322 CMAPS,SIMULATED AIRCRAFT
△ 514 266 0.4020 0.3965 0.000 0.9176 1.3145 CMAPS,SIMULATED AIRCRAFT
◇ 514 269 0.4022 0.7046 0.000 1.0552 1.2816 CMAPS,SIMULATED AIRCRAFT
○ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 265 0.4017 0.2606 0.000 0.7801 1.3322 CMAPS,SIMULATED AIRCRAFT
△ 514 266 0.4020 0.3965 0.000 0.9176 1.3145 CMAPS,SIMULATED AIRCRAFT
◇ 514 269 0.4022 0.7046 0.000 1.0552 1.2816 CMAPS,SIMULATED AIRCRAFT
○ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
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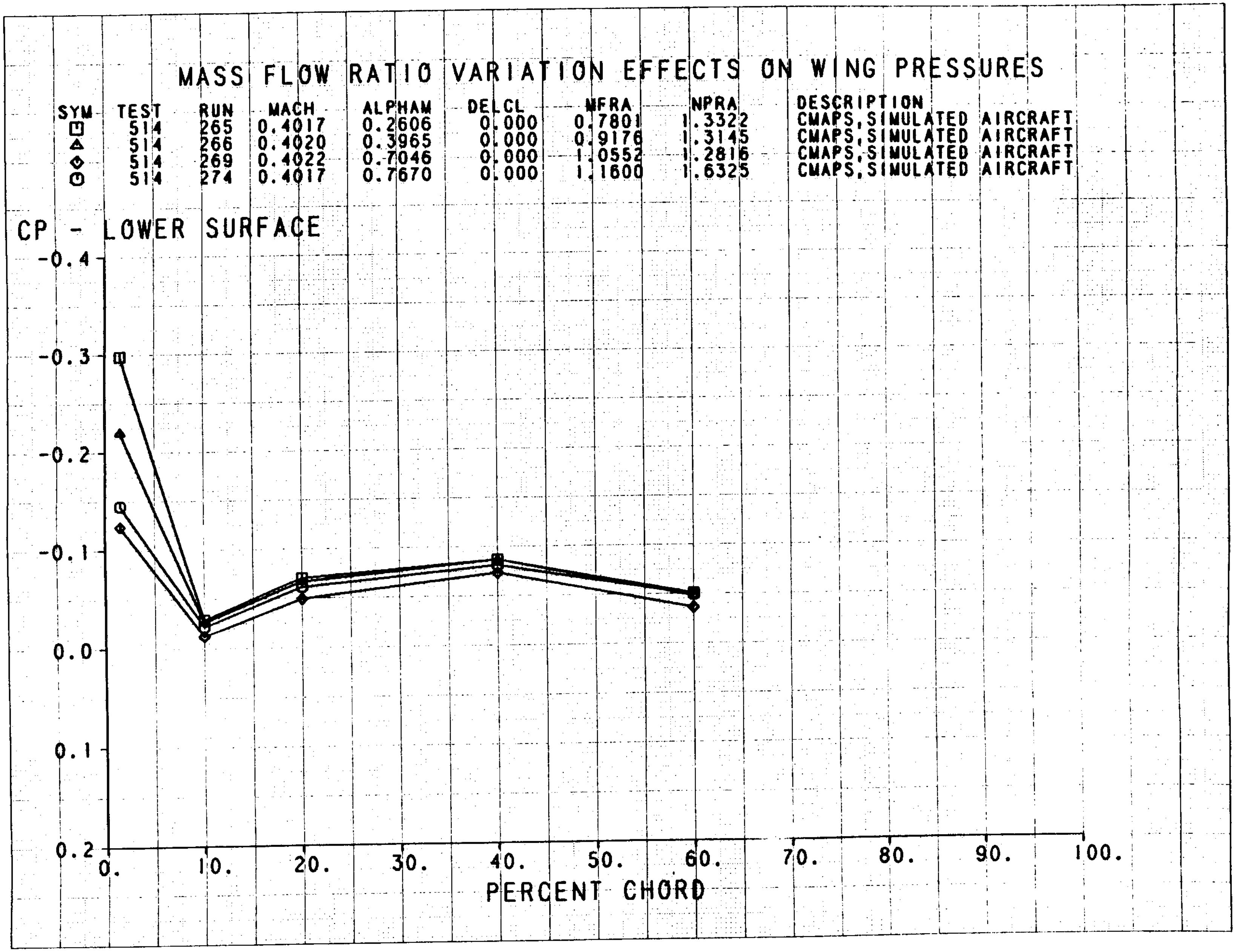
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 265 0.4017 0.2606 0.000 0.7801 1.3322 CMAPS,SIMULATED AIRCRAFT
△ 514 266 0.4020 0.3965 0.000 0.9176 1.3145 CMAPS,SIMULATED AIRCRAFT
◇ 514 269 0.4022 0.7046 0.000 1.0552 1.2816 CMAPS,SIMULATED AIRCRAFT
○ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
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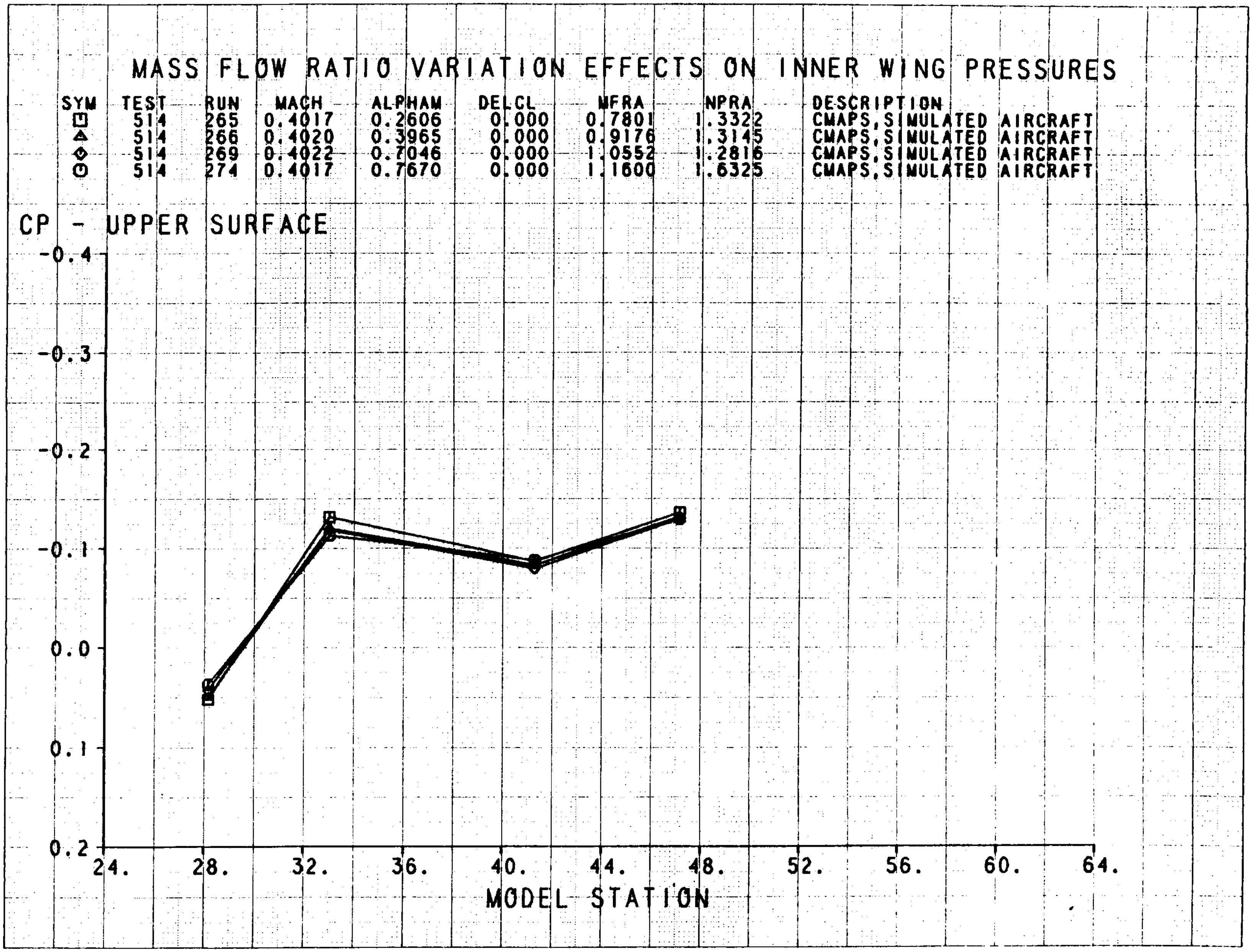
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 265 0.4017 0.2606 0.000 0.7801 1.3322 CMAPS,SIMULATED AIRCRAFT
△ 514 266 0.4020 0.3965 0.000 0.9176 1.3145 CMAPS,SIMULATED AIRCRAFT
◇ 514 269 0.4022 0.7046 0.000 1.0552 1.2816 CMAPS,SIMULATED AIRCRAFT
○ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
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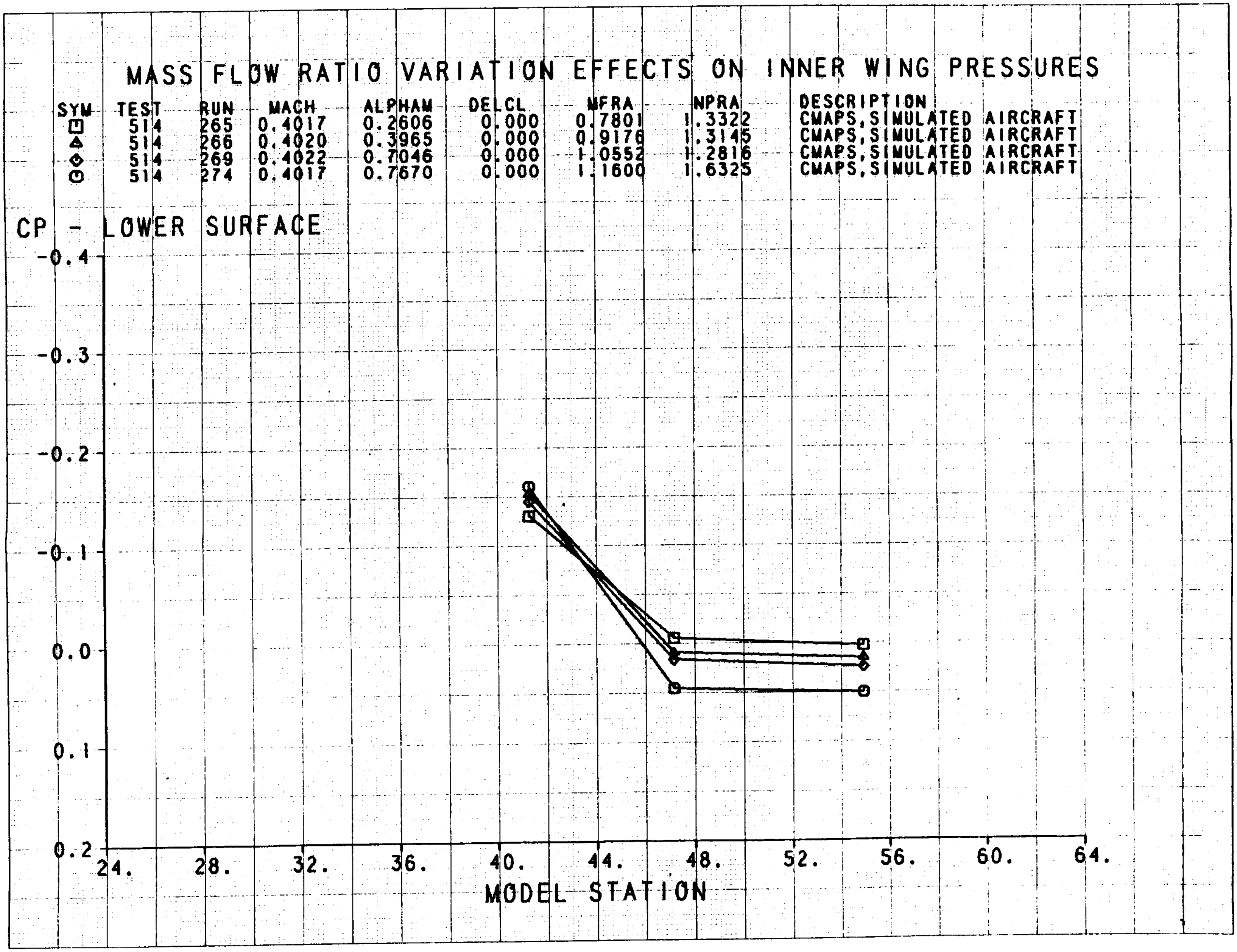
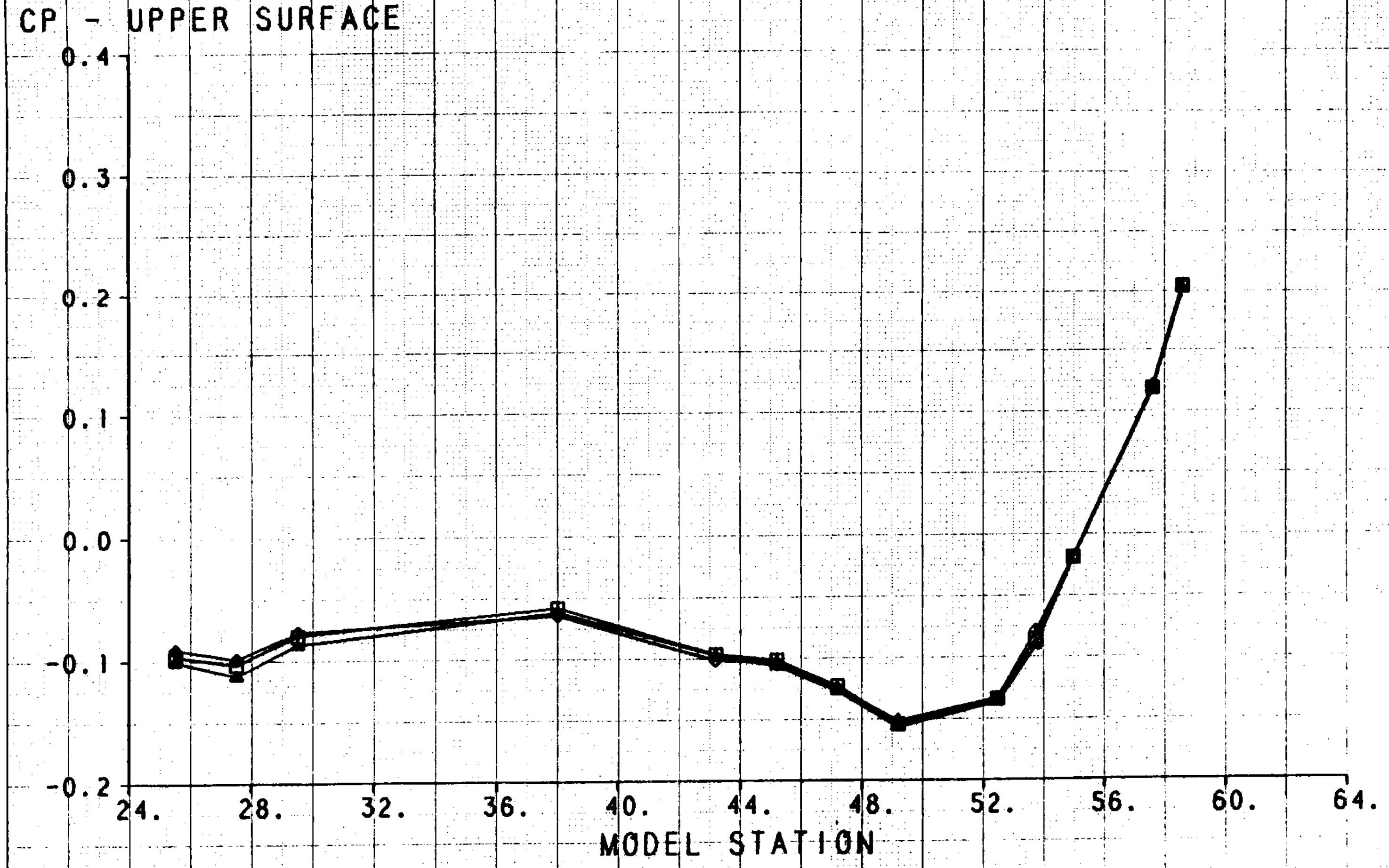
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 265 0.4017 0.2606 0.000 0.7801 1.3322 CMAPS,SIMULATED AIRCRAFT
△ 514 266 0.4020 0.3965 0.000 0.9176 1.3145 CMAPS,SIMULATED AIRCRAFT
◇ 514 269 0.4022 0.7046 0.000 1.0552 1.2816 CMAPS,SIMULATED AIRCRAFT
○ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

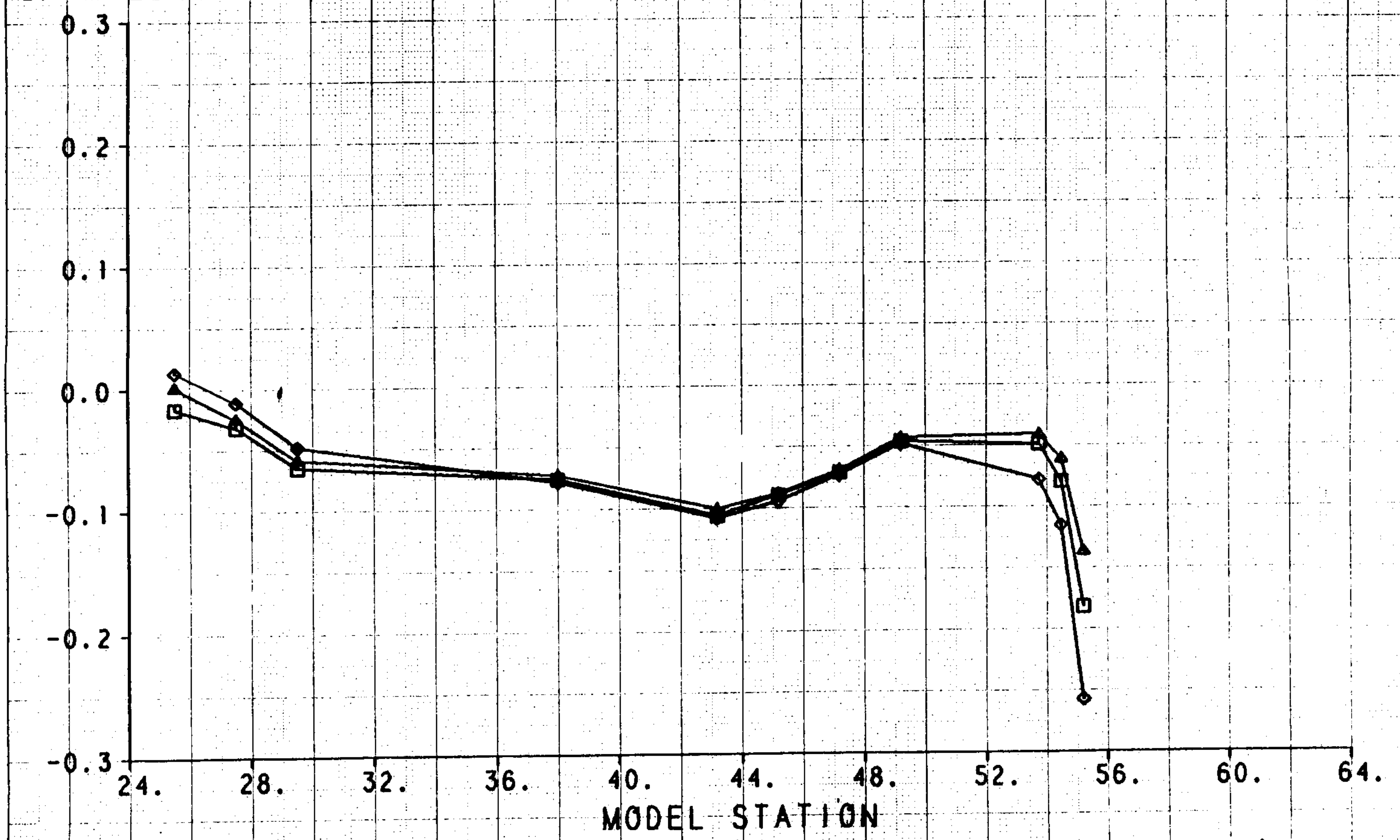
MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES

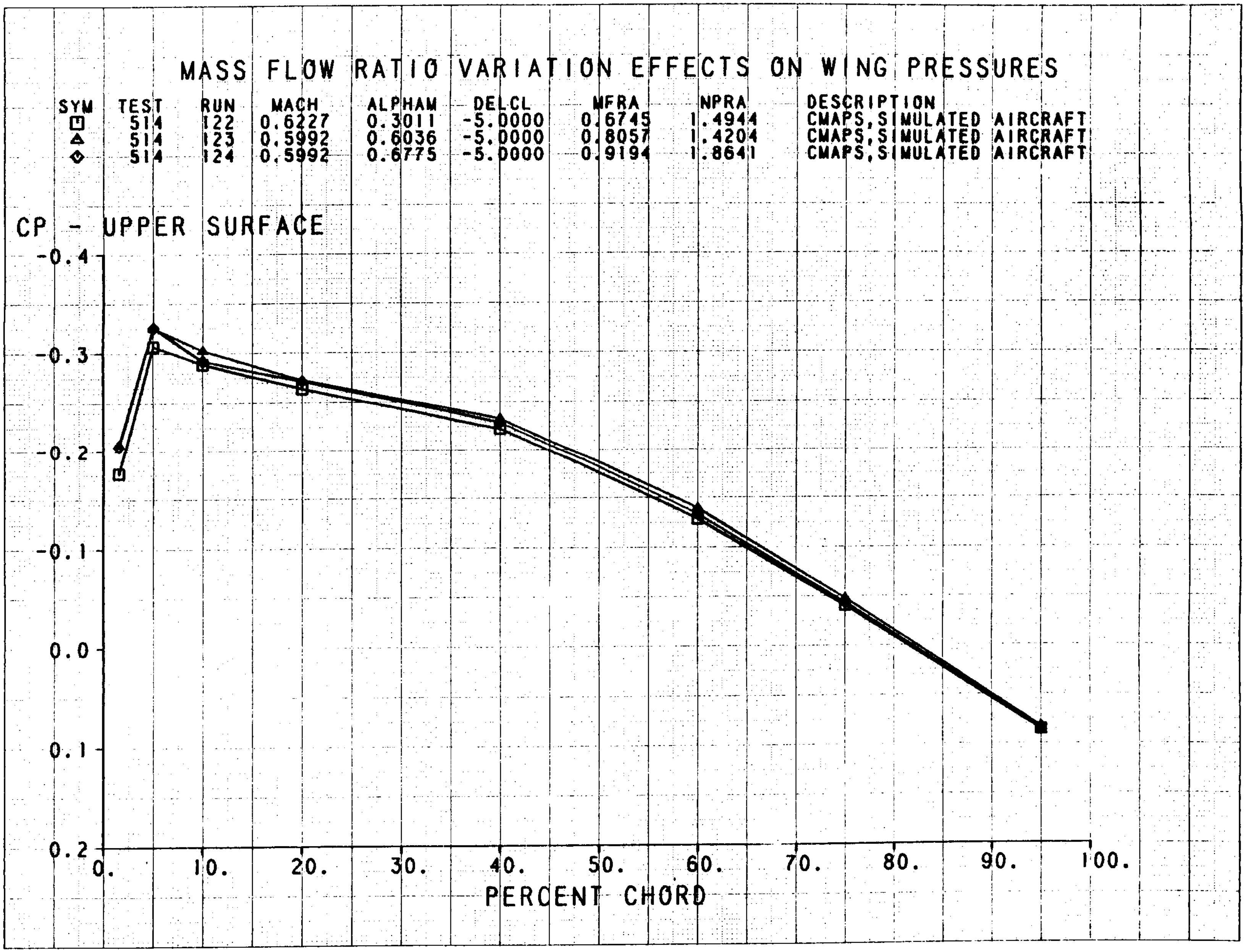
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	122	0.6227	0.3011	-5.0000	0.6745	1.4944	CMAPS,SIMULATED AIRCRAFT
△	514	123	0.5992	0.6036	-5.0000	0.8057	1.4204	CMAPS,SIMULATED AIRCRAFT
◇	514	124	0.5992	0.6775	-5.0000	0.9194	1.8641	CMAPS,SIMULATED AIRCRAFT

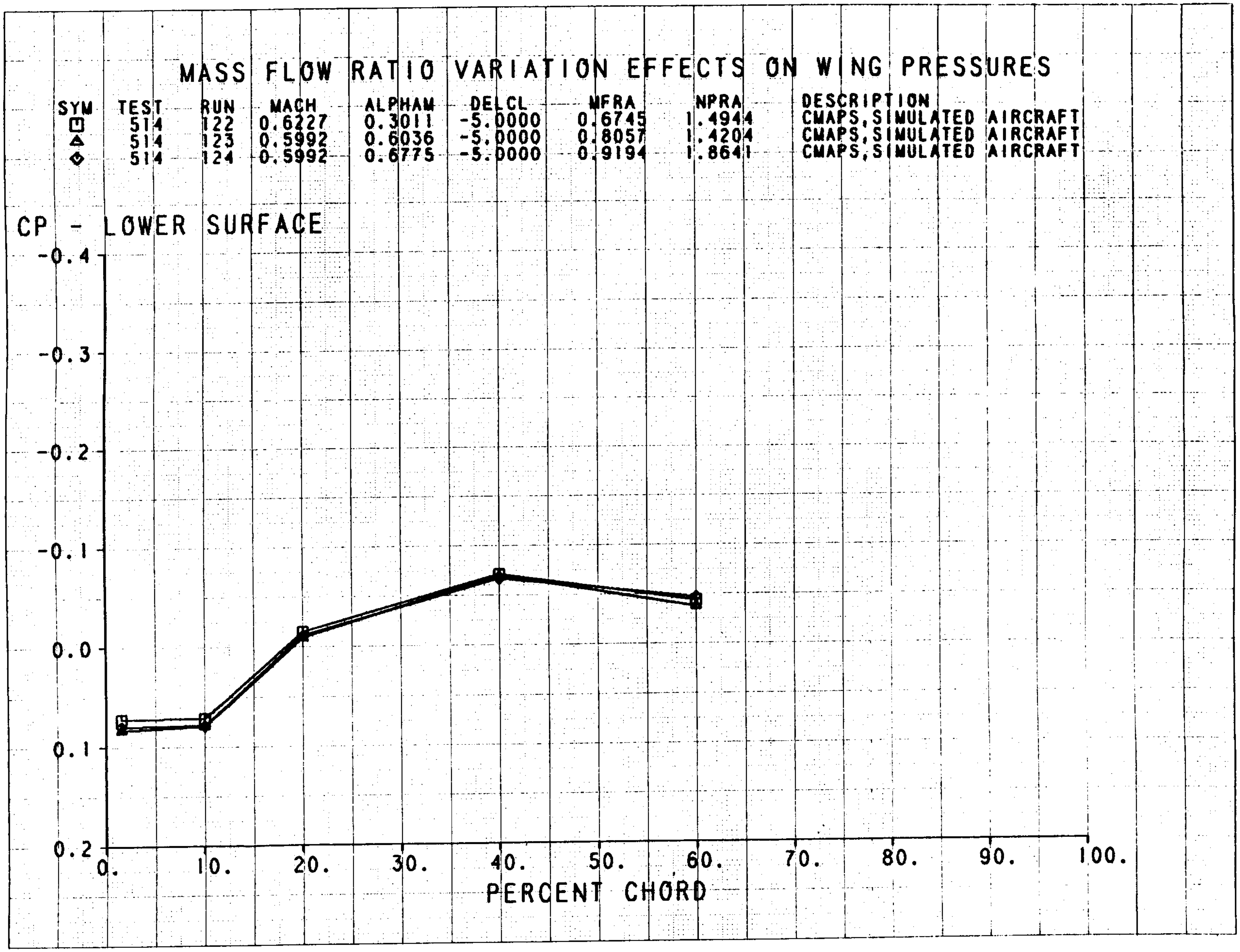


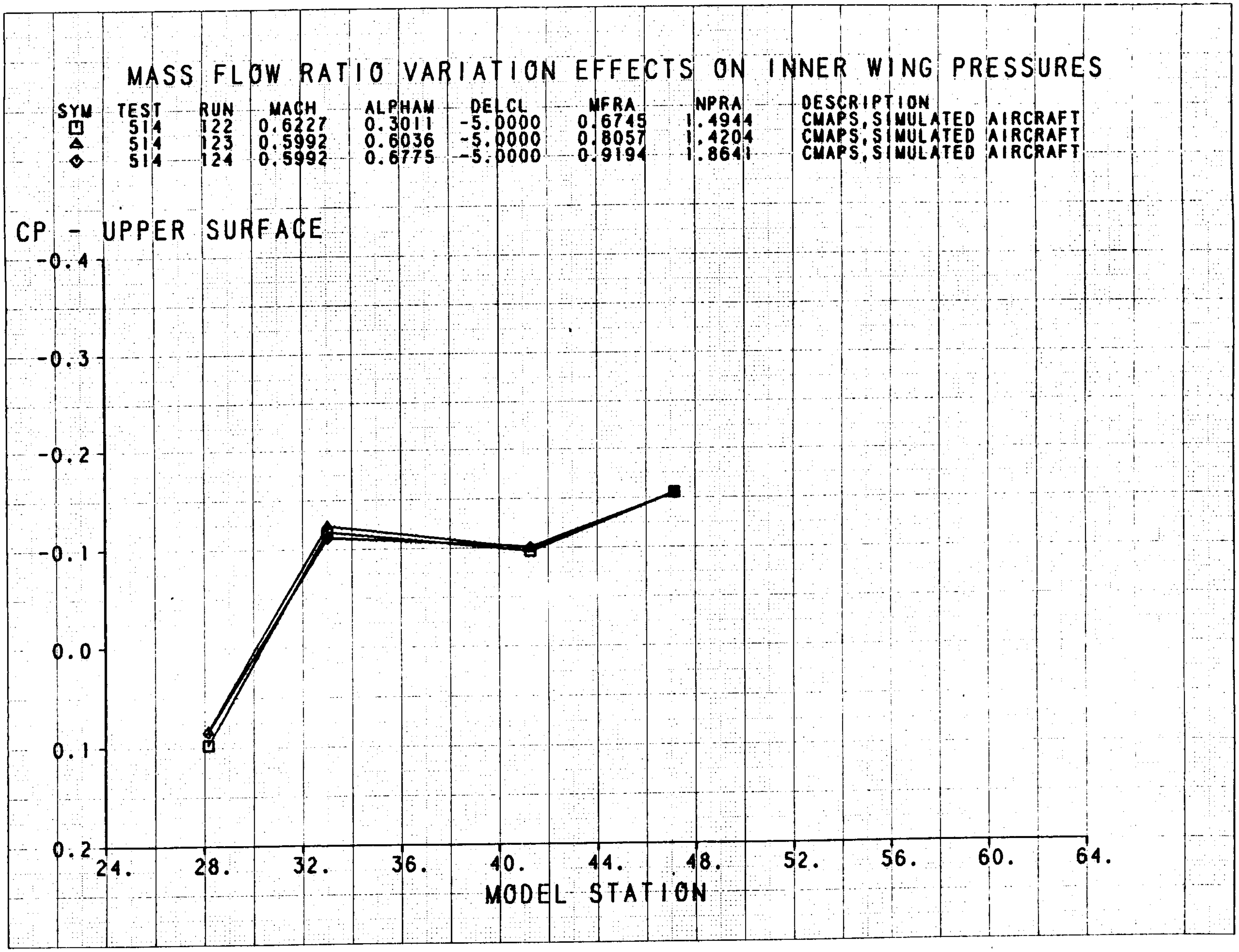
MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	122	0.6227	0.3011	-5.0000	0.6745	1.4944	CMAPS,SIMULATED AIRCRAFT
△	514	123	0.5992	0.6036	-5.0000	0.8057	1.4204	CMAPS,SIMULATED AIRCRAFT
◇	514	124	0.5992	0.6775	-5.0000	0.9194	1.8641	CMAPS,SIMULATED AIRCRAFT



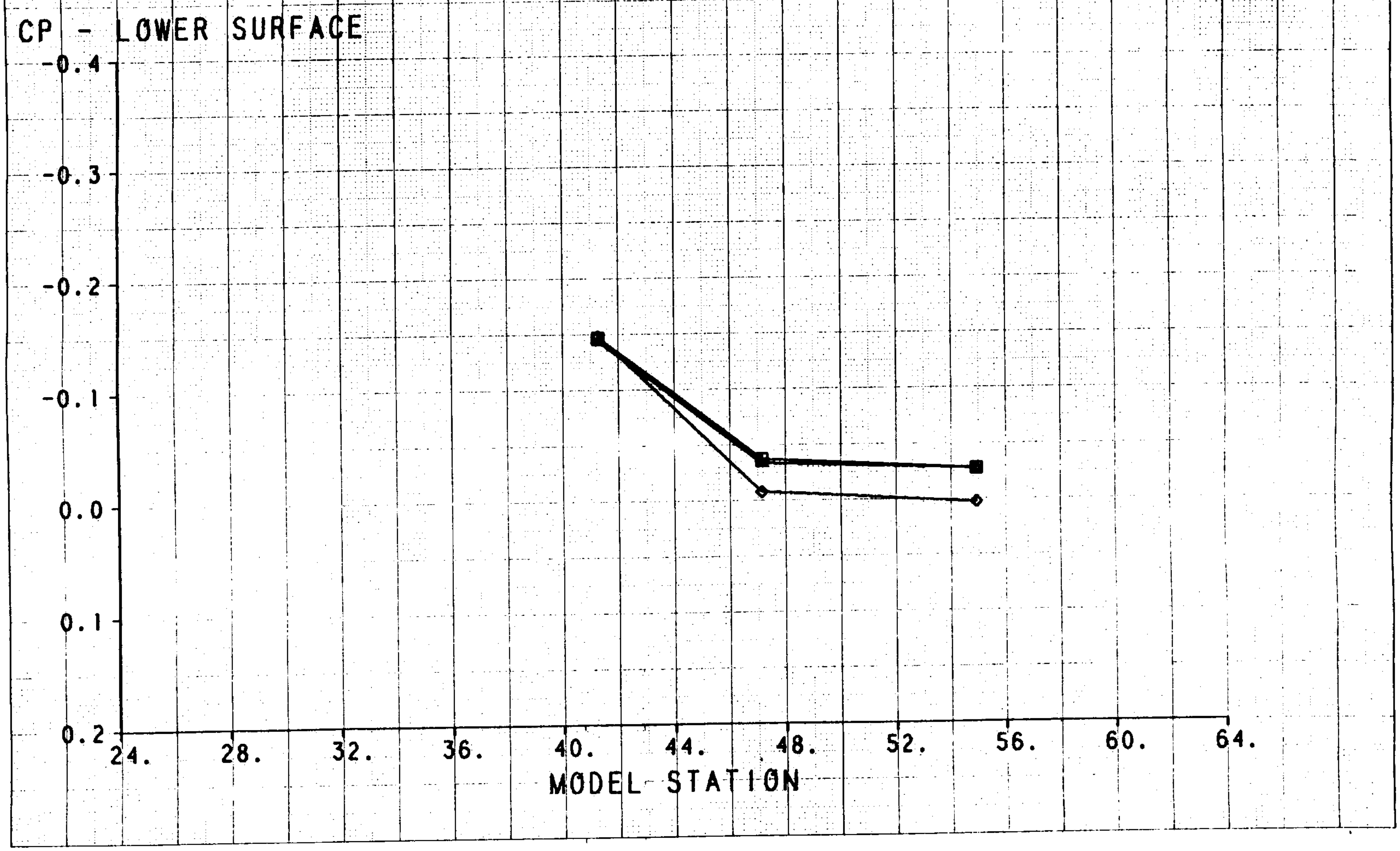

MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 122 0.6227 0.3011 -5.0000 0.6745 1.4944 CMAPS,SIMULATED AIRCRAFT
△ 514 123 0.5992 0.6036 -5.0000 0.8057 1.4204 CMAPS,SIMULATED AIRCRAFT
◇ 514 124 0.5992 0.6775 -5.0000 0.9194 1.8641 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

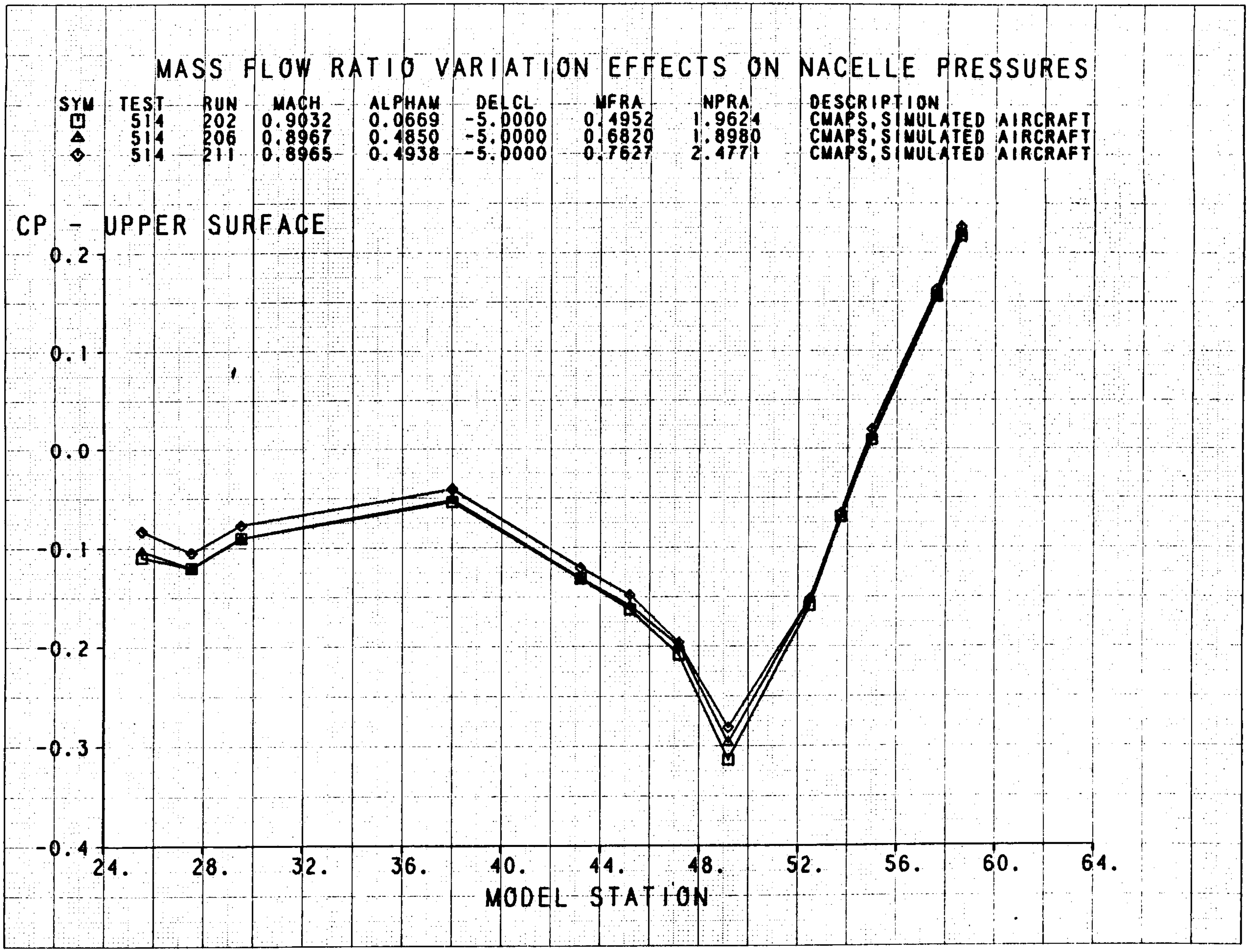

MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 122 0.6227 0.3011 -5.0000 0.6745 1.4944 CMAPS,SIMULATED AIRCRAFT
△ 514 123 0.5992 0.6036 -5.0000 0.8057 1.4204 CMAPS,SIMULATED AIRCRAFT
◇ 514 124 0.5992 0.6775 -5.0000 0.9194 1.8641 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

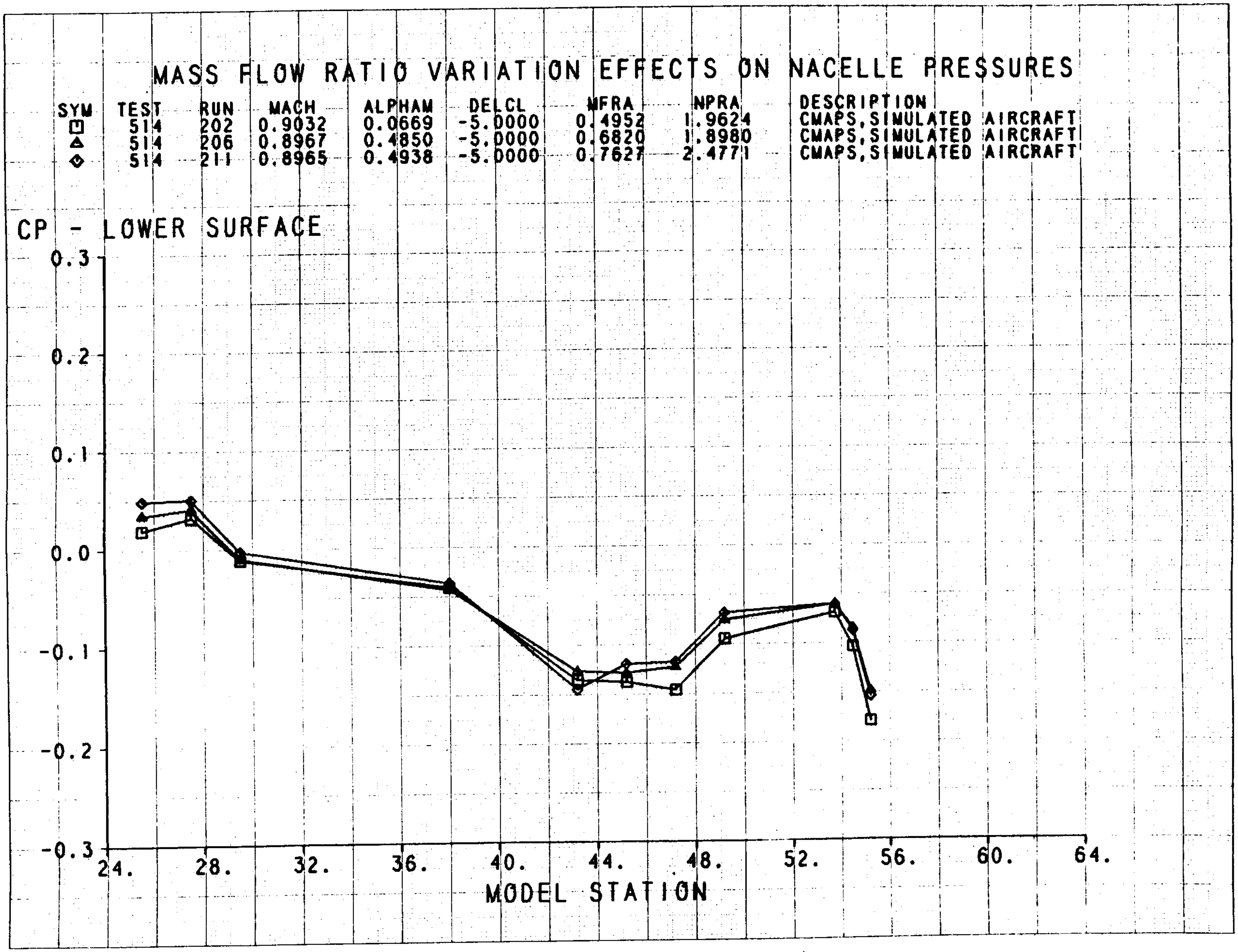

MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 122 0.6227 0.3011 -5.0000 0.6745 1.4944 CMAPS,SIMULATED AIRCRAFT
△ 514 123 0.5992 0.6036 -5.0000 0.8057 1.4204 CMAPS,SIMULATED AIRCRAFT
◇ 514 124 0.5992 0.6775 -5.0000 0.9194 1.8641 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

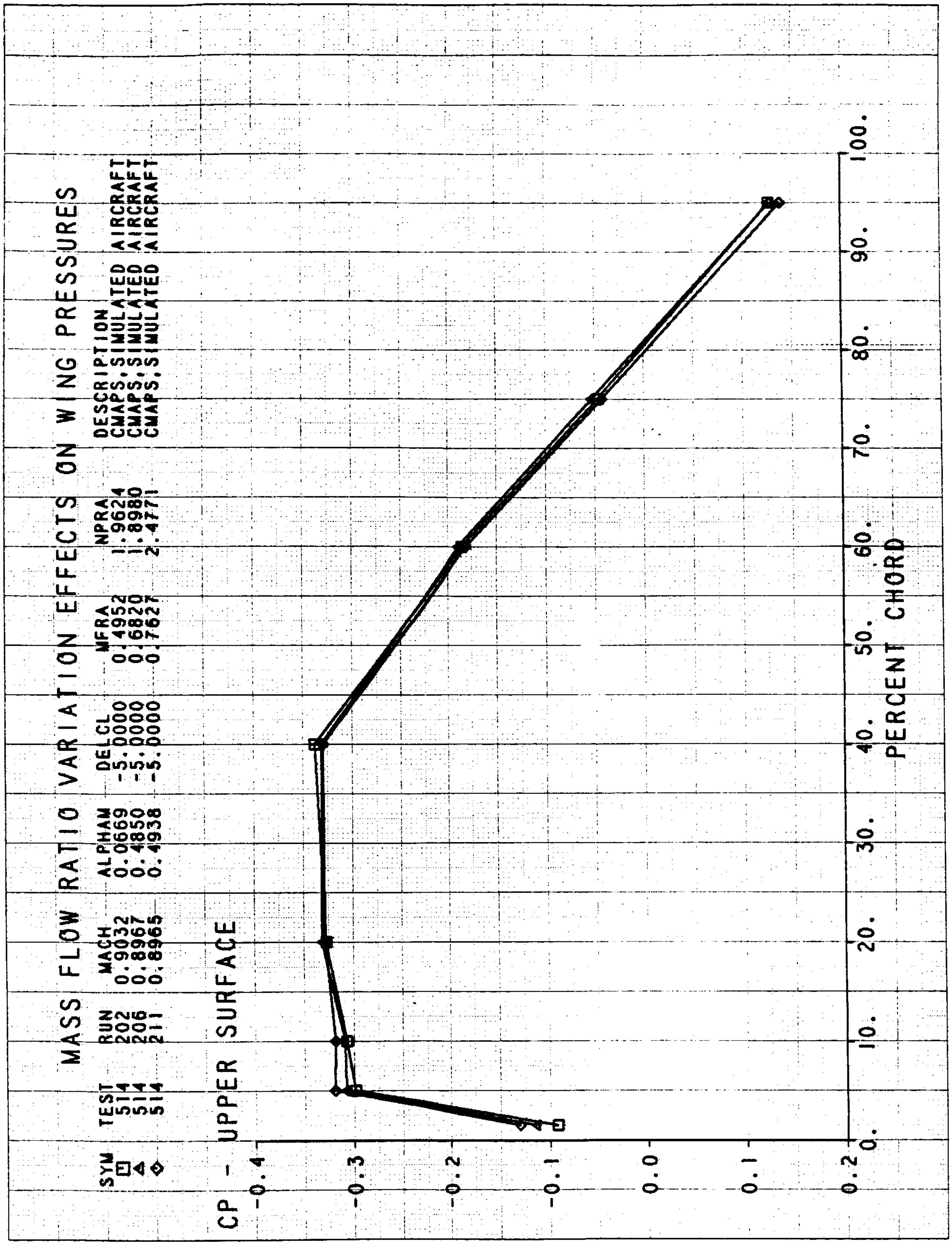
MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	122	0.6227	0.3011	-5.0000	0.6745	1.4944	CMAPS,SIMULATED AIRCRAFT
△	514	123	0.5992	0.6036	-5.0000	0.8057	1.4204	CMAPS,SIMULATED AIRCRAFT
◇	514	124	0.5992	0.6775	-5.0000	0.9194	1.8641	CMAPS,SIMULATED AIRCRAFT

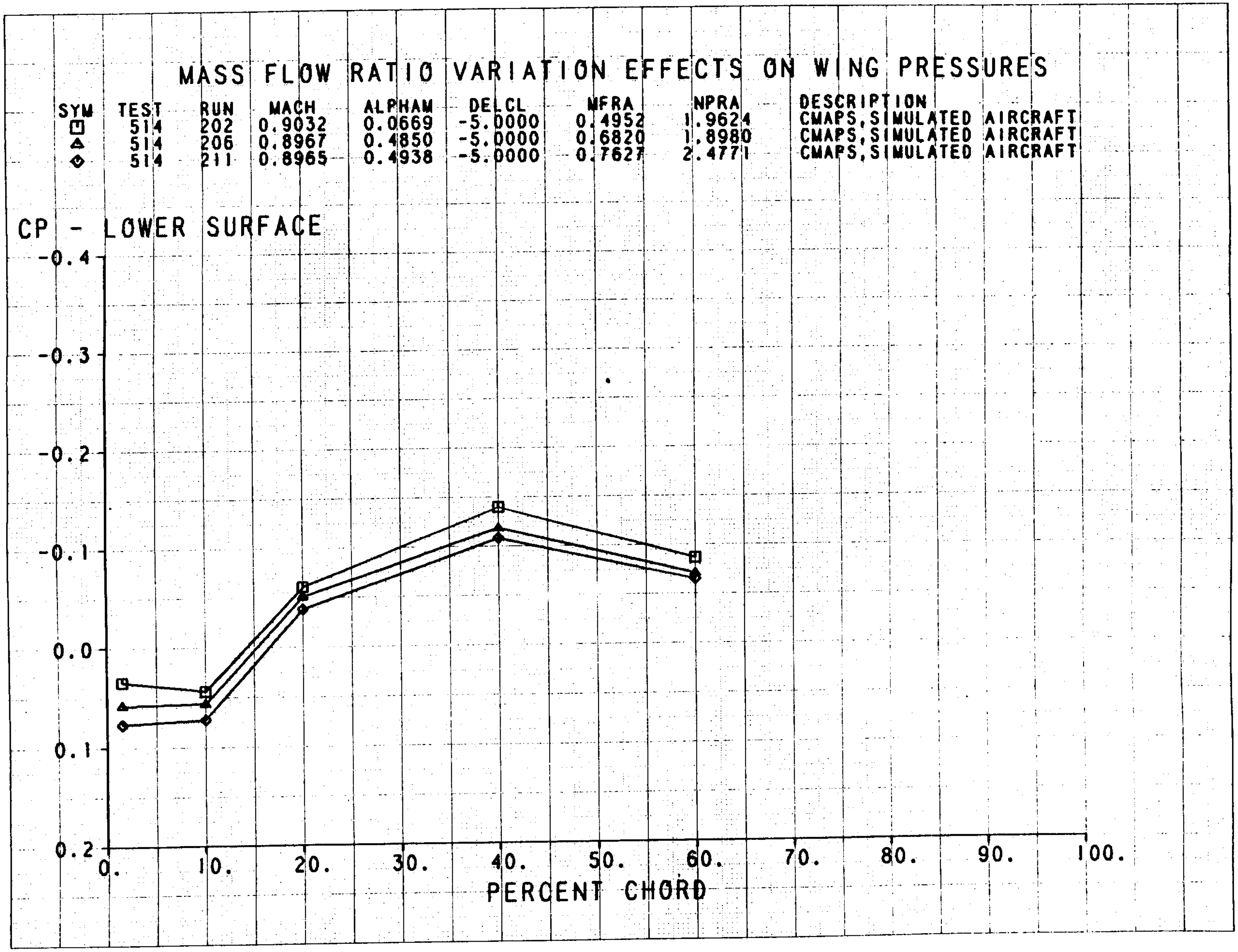



MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 202 0.9032 0.0669 -5.0000 0.4952 1.9624 CMAPS,SIMULATED AIRCRAFT
△ 514 206 0.8967 0.4850 -5.0000 0.6820 1.8980 CMAPS,SIMULATED AIRCRAFT
◇ 514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 202 0.9032 0.0669 -5.0000 0.4952 1.9624 CMAPS,SIMULATED AIRCRAFT
△ 514 206 0.8967 0.4850 -5.0000 0.6820 1.8980 CMAPS,SIMULATED AIRCRAFT
◇ 514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 202 0.9032 0.0669 -5.0000 0.4952 1.9624 CMAPS,SIMULATED AIRCRAFT
△ 514 206 0.8967 0.4850 -5.0000 0.6820 1.8980 CMAPS,SIMULATED AIRCRAFT
◇ 514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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514 206 0.8967 0.4850 -5.0000 0.6820 1.8980 CMAPS,SIMULATED AIRCRAFT
514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
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0.
10.
20.
30.
40.
50.
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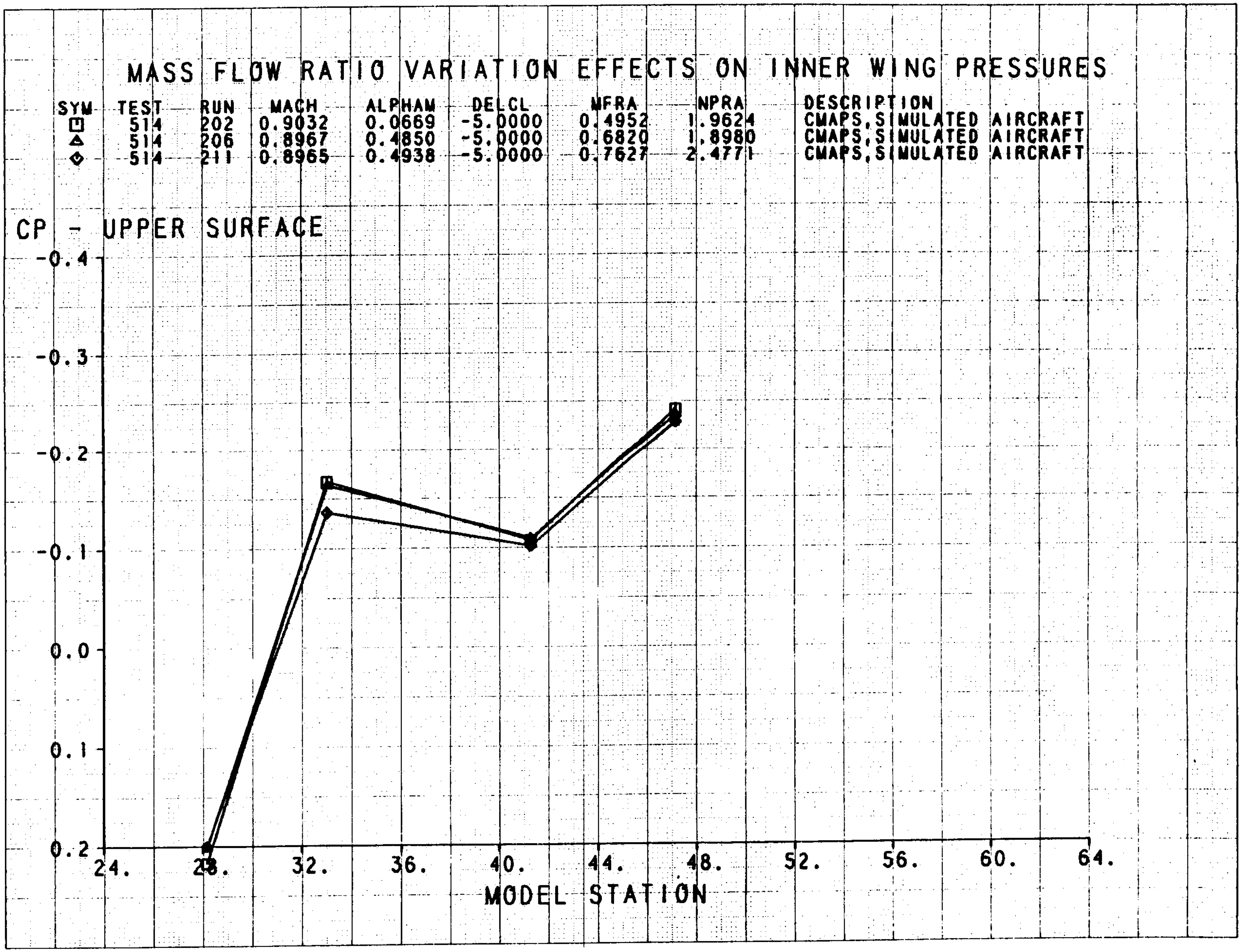
70.
80.
90.
100.
PERCENT CHORD



MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 206 0.8967 0.4850 -5.0000 0.6820 1.8980 CMAPS,SIMULATED AIRCRAFT
◇ 514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
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24.
28.
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44.
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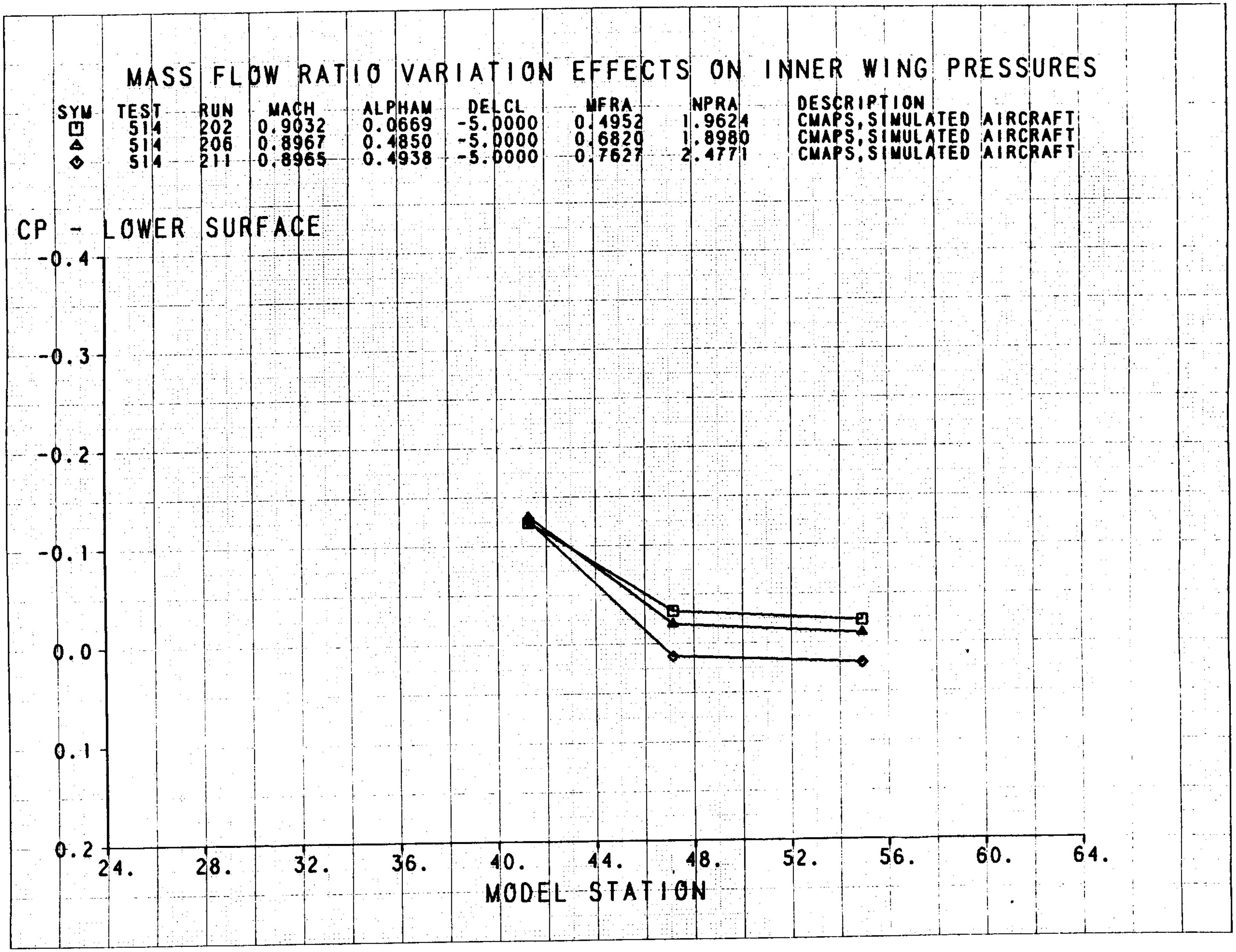
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 202 0.9032 0.0669 -5.0000 0.4952 1.9624 CMAPS,SIMULATED AIRCRAFT
△ 514 206 0.8967 0.4850 -5.0000 0.6820 1.8980 CMAPS,SIMULATED AIRCRAFT
◇ 514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
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-0.2
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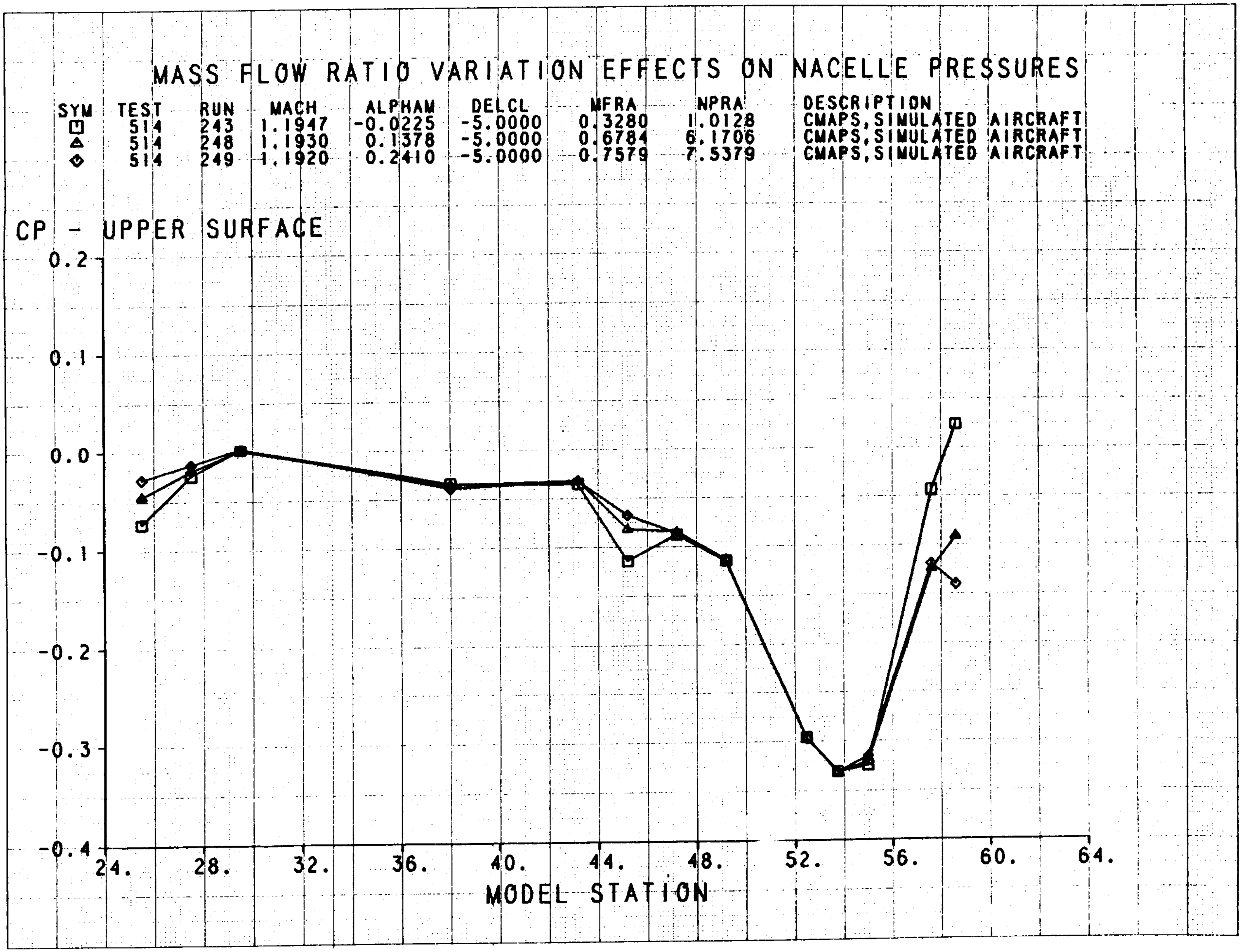
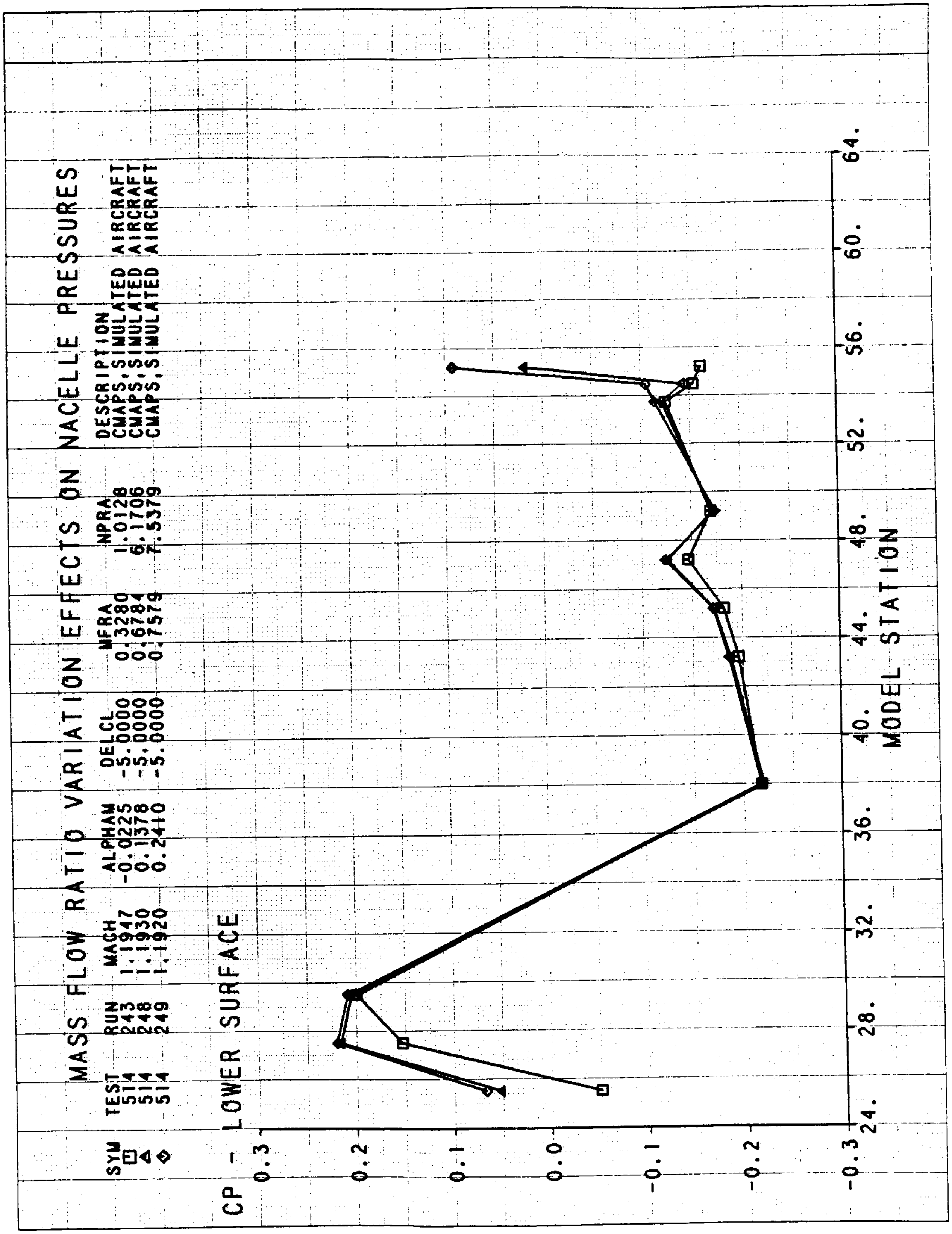
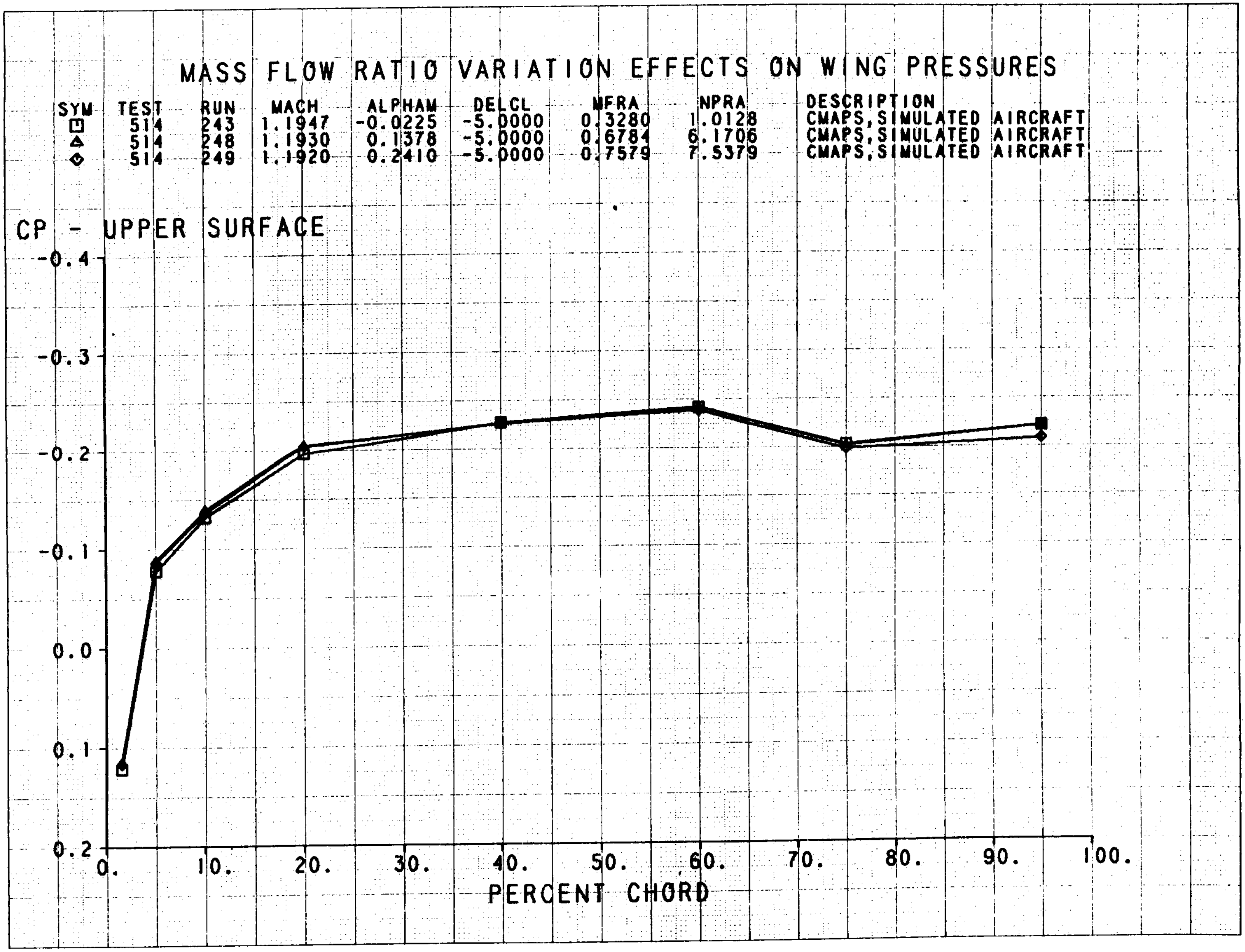
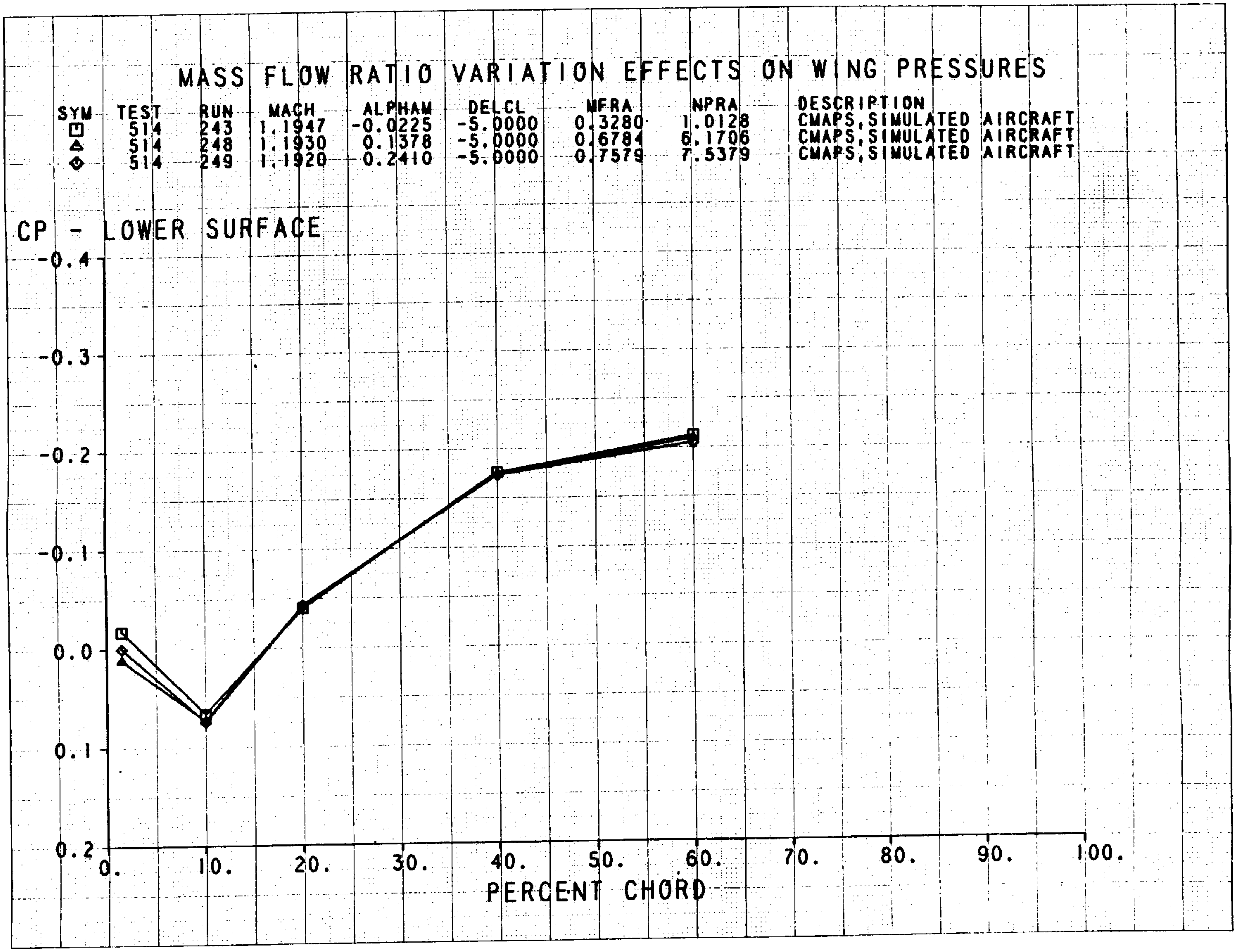
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 243 1.1947 -0.0225 -5.0000 0.3280 1.0128 CMAPS,SIMULATED AIRCRAFT
△ 514 248 1.1930 0.1378 -5.0000 0.6784 6.1706 CMAPS,SIMULATED AIRCRAFT
◇ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 243 1.1947 -0.0225 -5.0000 0.3280 1.0128 CMAPS,SIMULATED AIRCRAFT
△ 514 248 1.1930 0.1378 -5.0000 0.6784 6.1706 CMAPS,SIMULATED AIRCRAFT
◇ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 243 1.1947 -0.0225 -5.0000 0.3280 1.0128 CMAPS,SIMULATED AIRCRAFT
△ 514 248 1.1930 0.1378 -5.0000 0.6784 6.1706 CMAPS,SIMULATED AIRCRAFT
◇ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 243 1.1947 -0.0225 -5.0000 0.3280 1.0128 CMAPS,SIMULATED AIRCRAFT
△ 514 248 1.1930 0.1378 -5.0000 0.6784 6.1706 CMAPS,SIMULATED AIRCRAFT
◇ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
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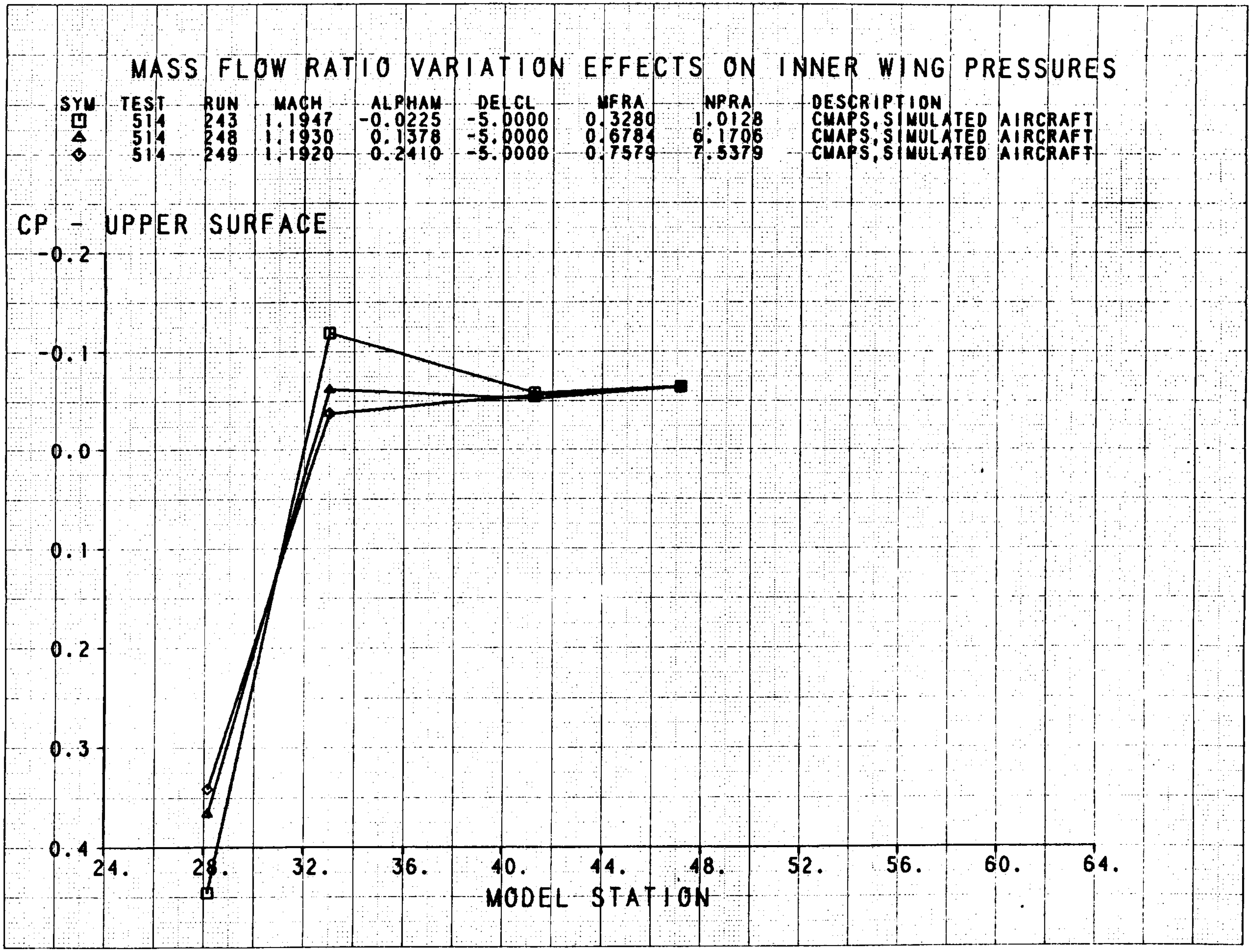
100.
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 248 1.1930 0.1378 -5.0000 0.6784 6.1706 CMAPS,SIMULATED AIRCRAFT
◇ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
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24.
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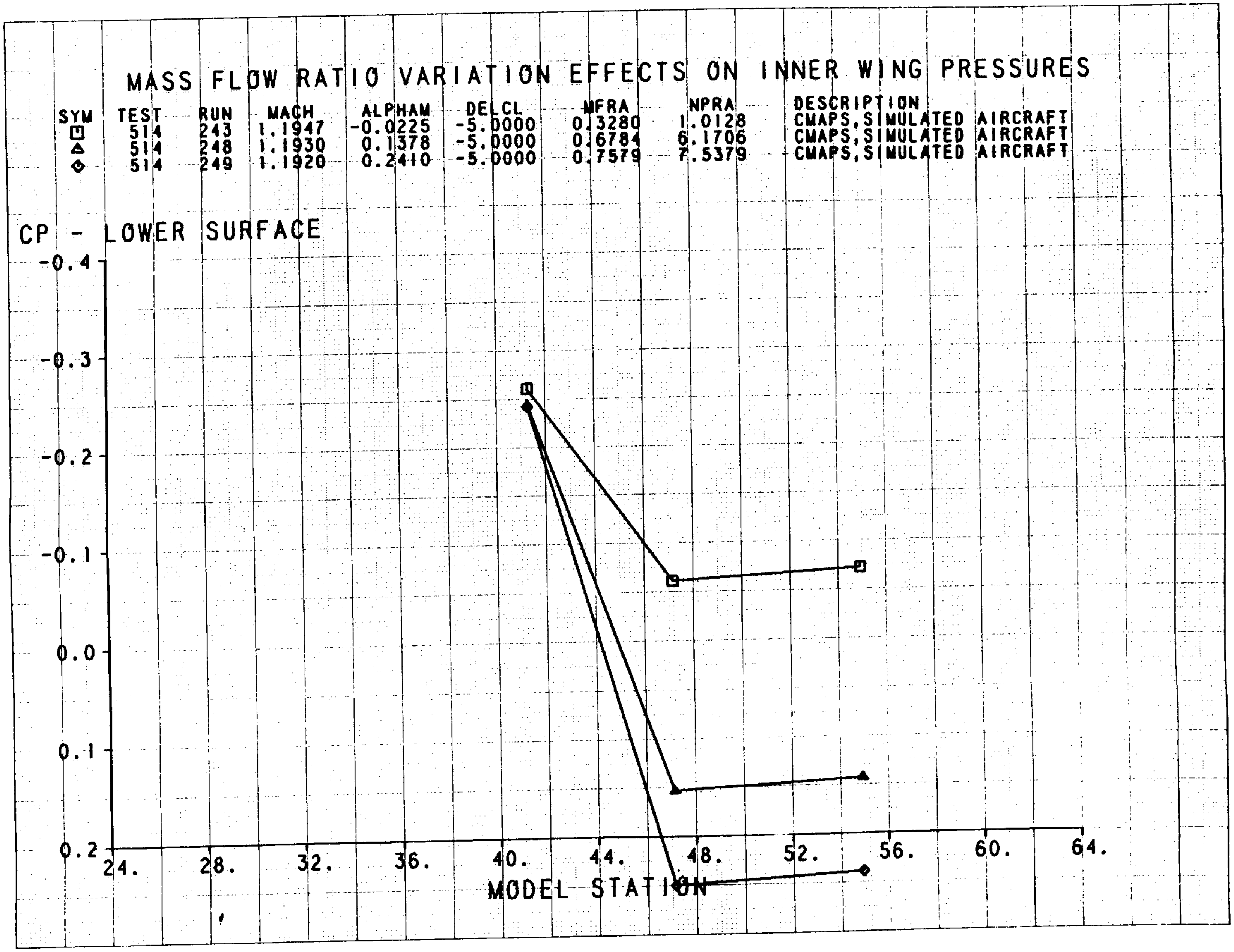
64.
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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CP - LOWER SURFACE
-0.4
-0.3
-0.2
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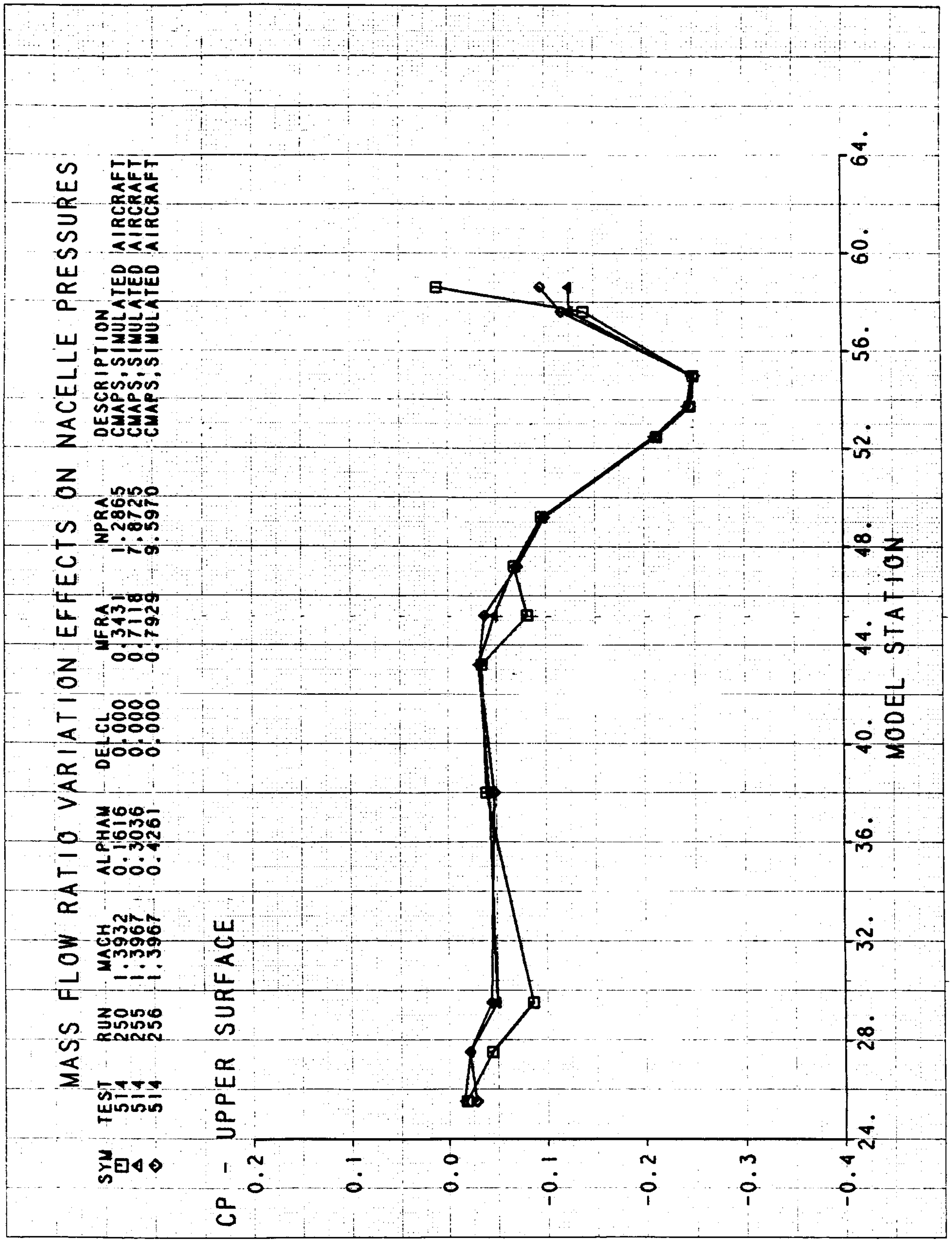
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 250 1.3932 0.1616 0.000 0.3431 1.2865 CMAPS,SIMULATED AIRCRAFT
△ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
◇ 514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
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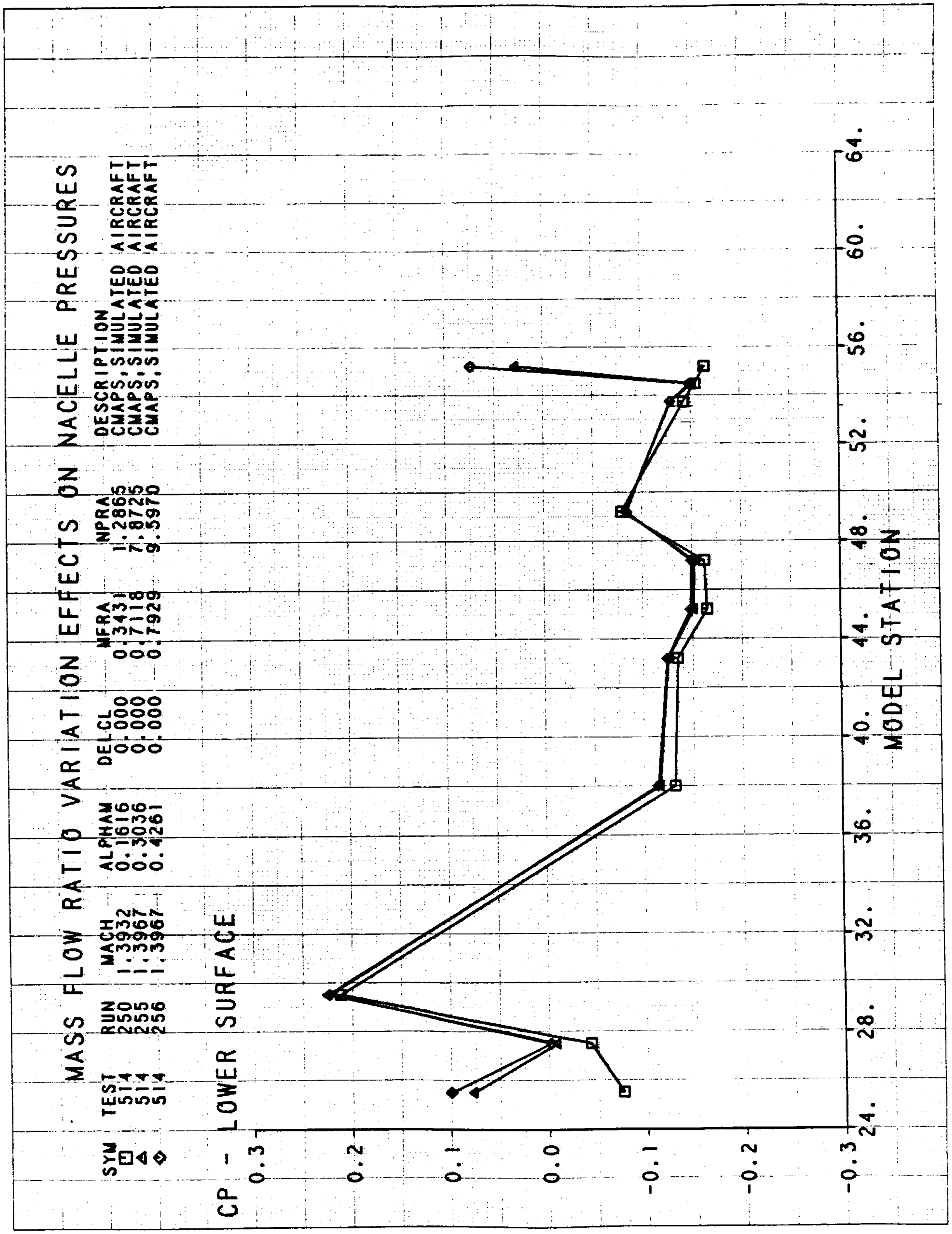
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
◇ 514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
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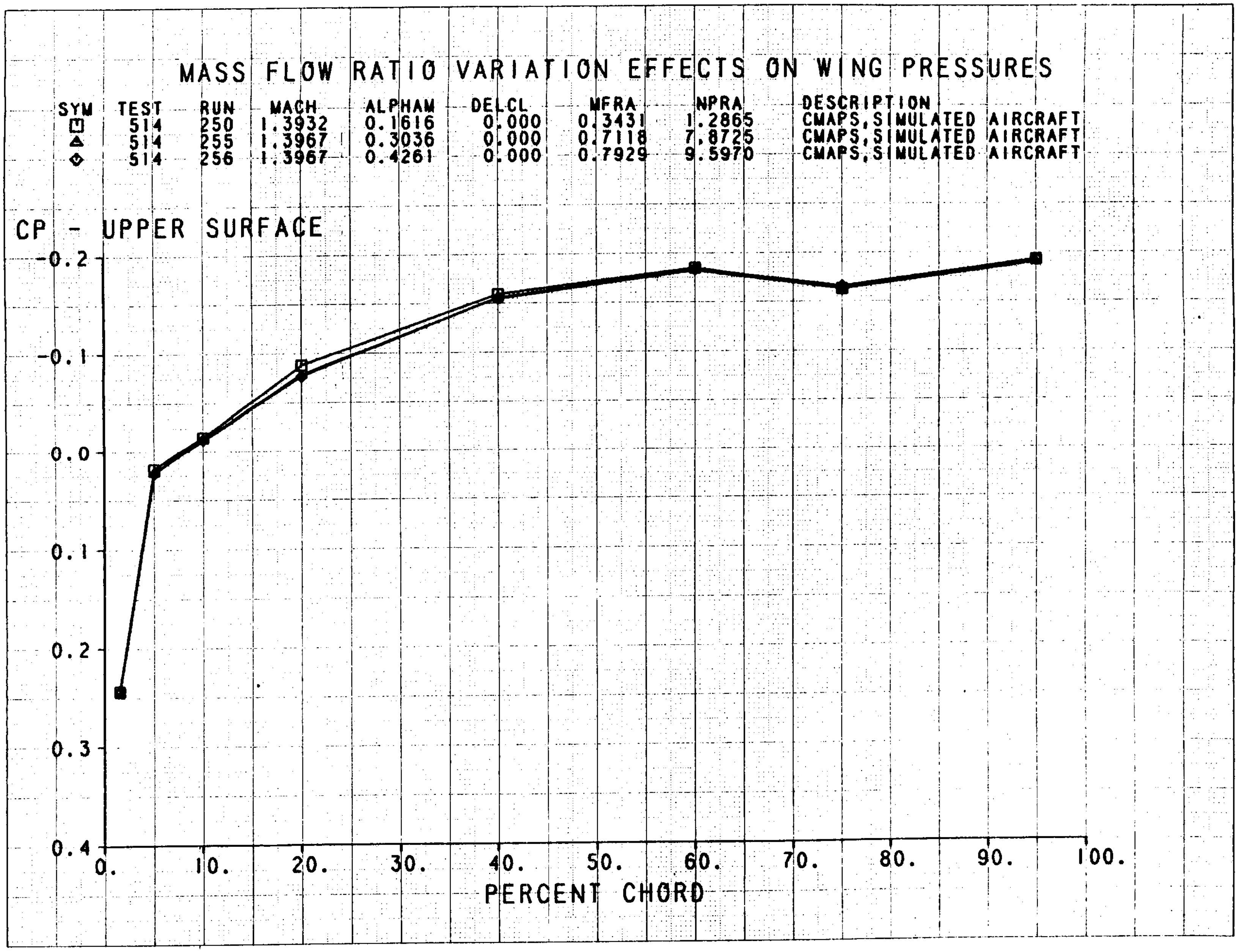
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 250 1.3932 0.1616 0.000 0.3431 1.2865 CMAPS,SIMULATED AIRCRAFT
△ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
◇ 514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
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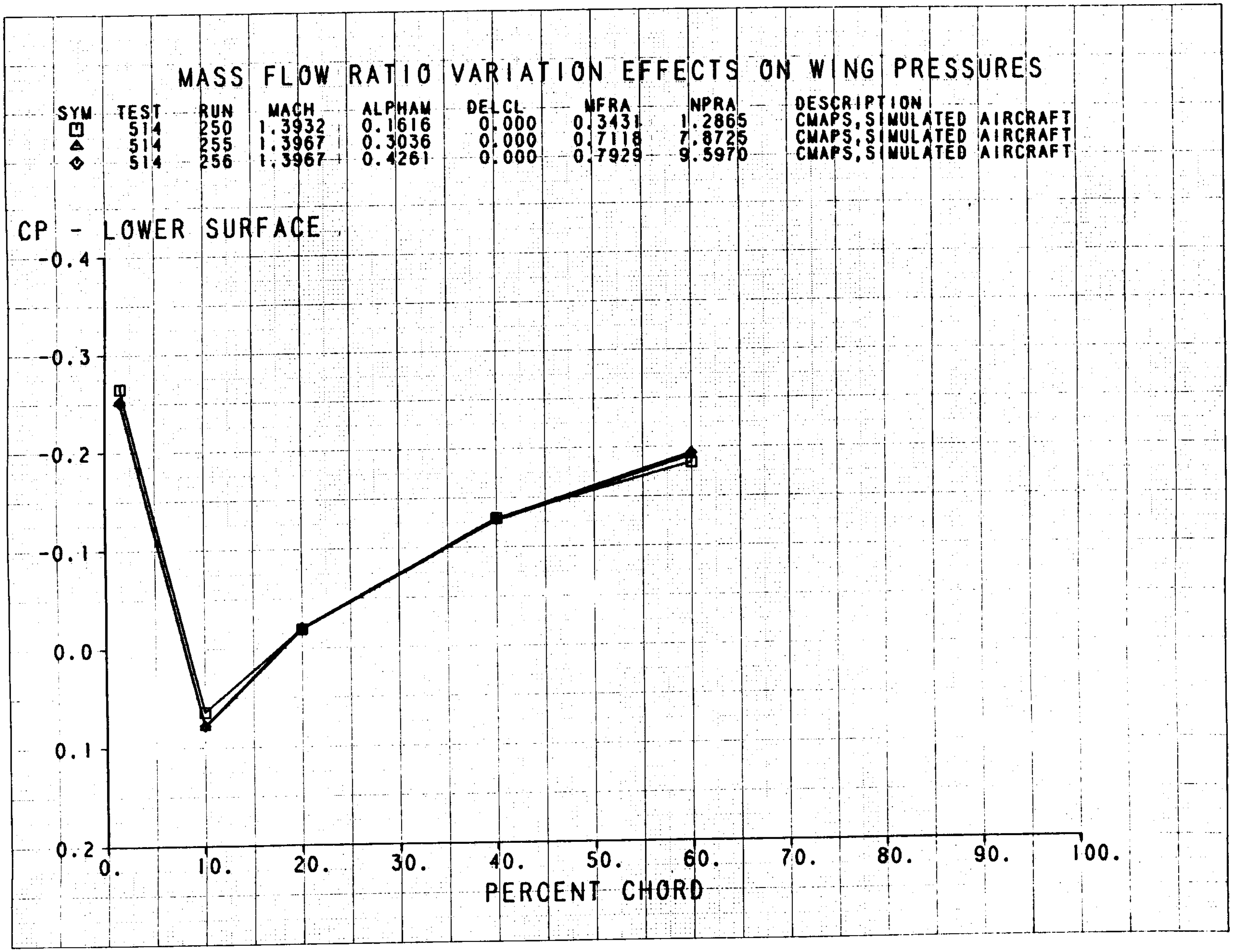
PERCENT CHORD



MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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CP - LOWER SURFACE
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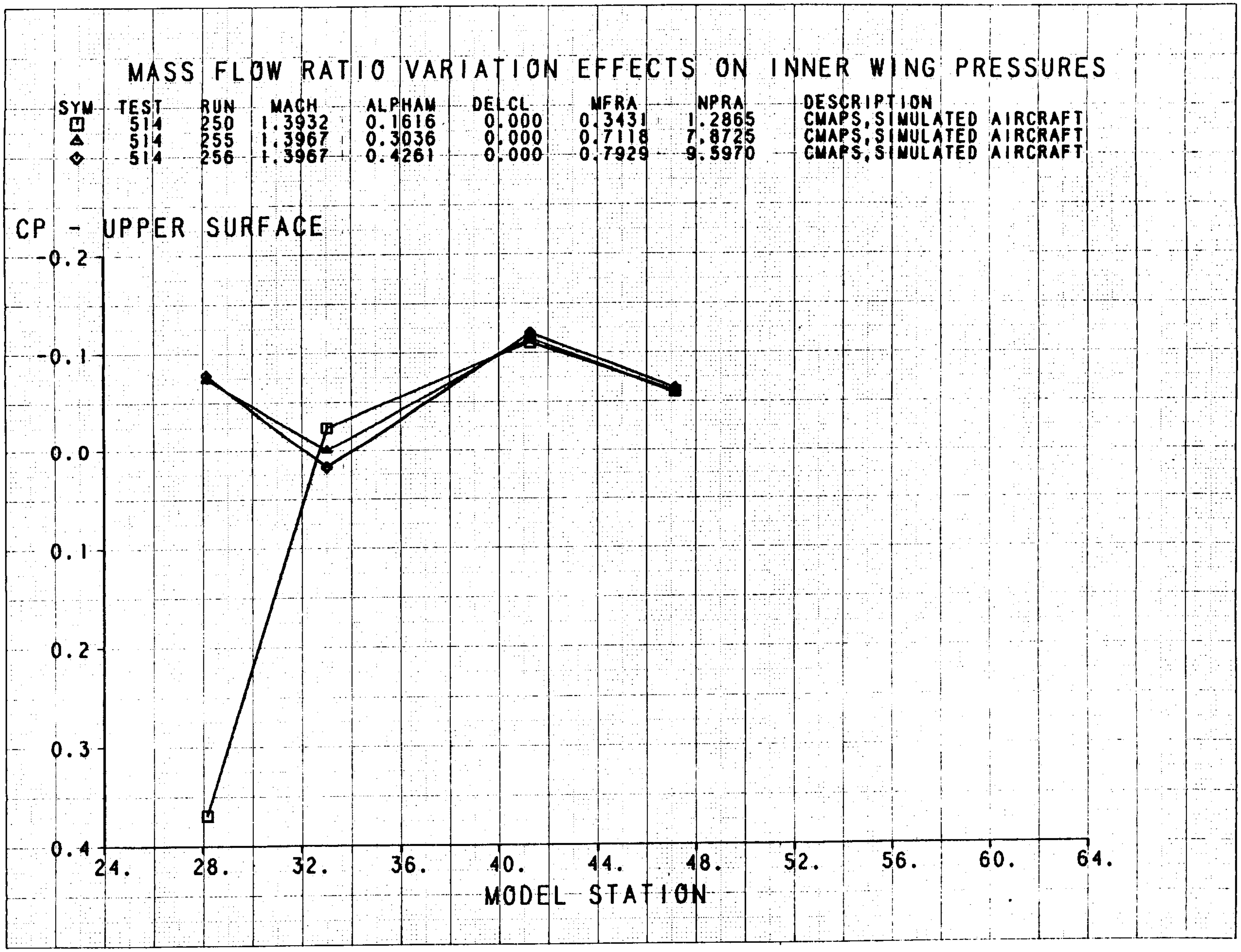
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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CP - UPPER SURFACE
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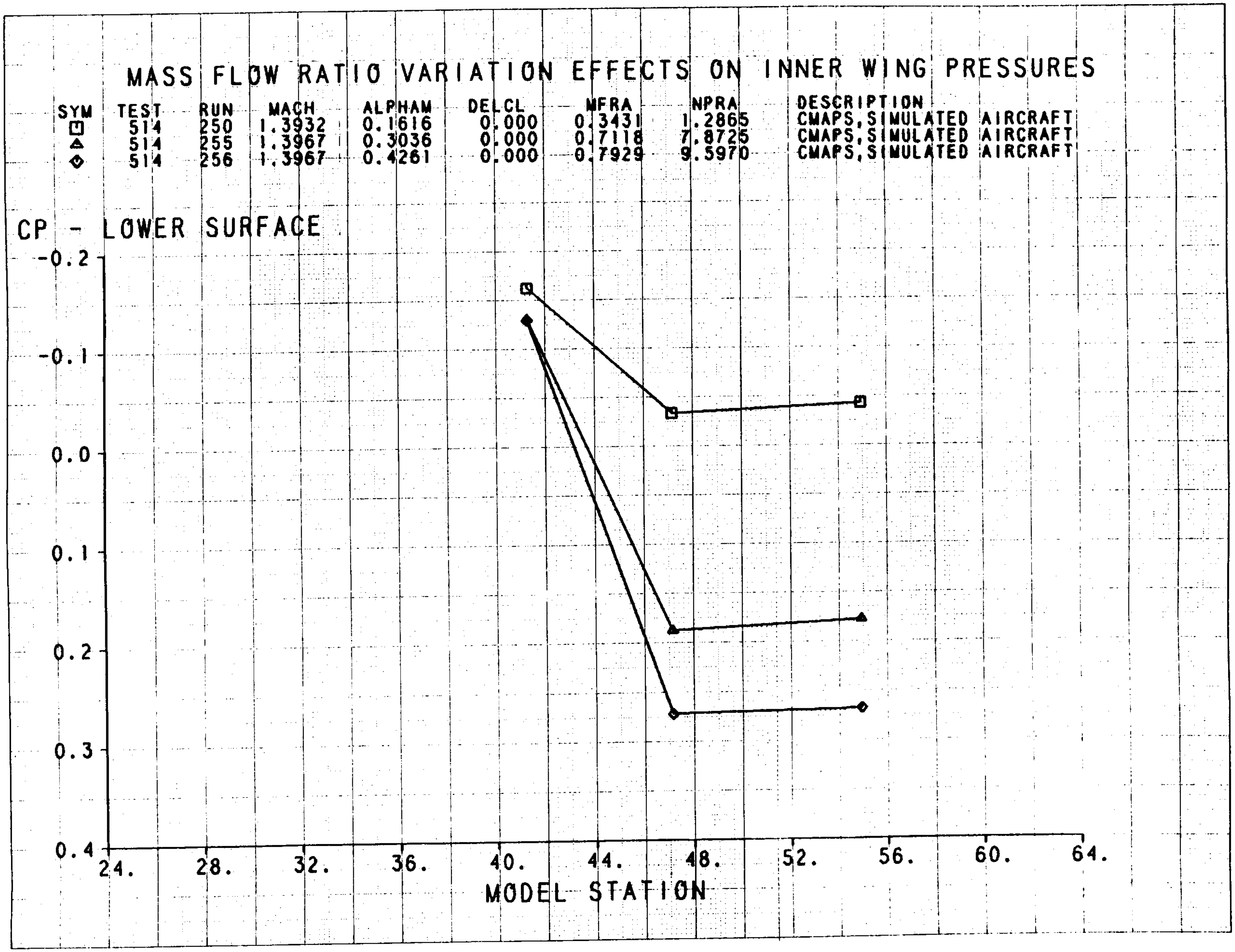
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
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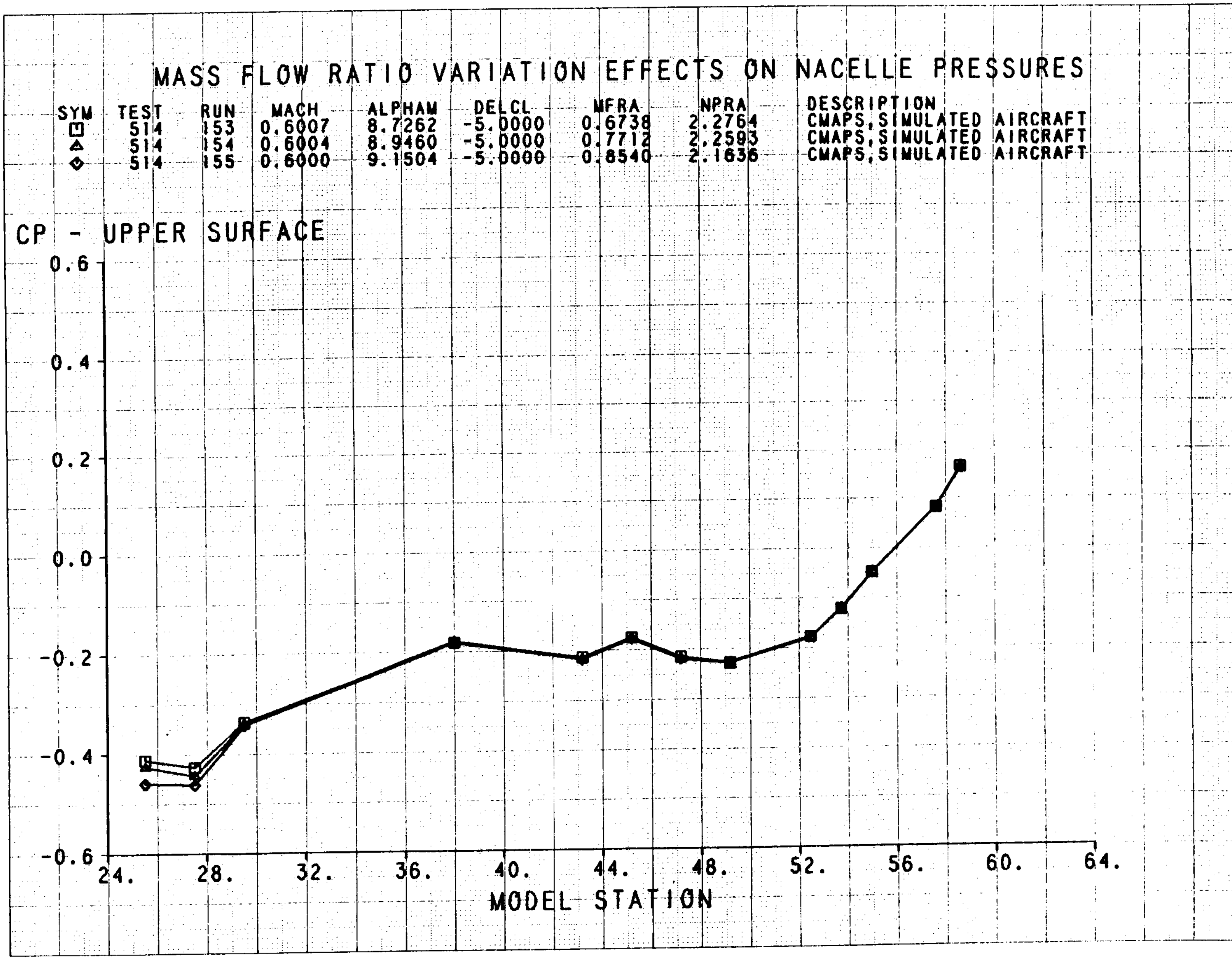
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 153 0.6007 8.7262 -5.0000 0.6738 2.2764 CMAPS,SIMULATED AIRCRAFT
△ 514 154 0.6004 8.9460 -5.0000 0.7712 2.2593 CMAPS,SIMULATED AIRCRAFT
◇ 514 155 0.6000 9.1504 -5.0000 0.8540 2.1636 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.6
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0.0
-0.2
-0.4
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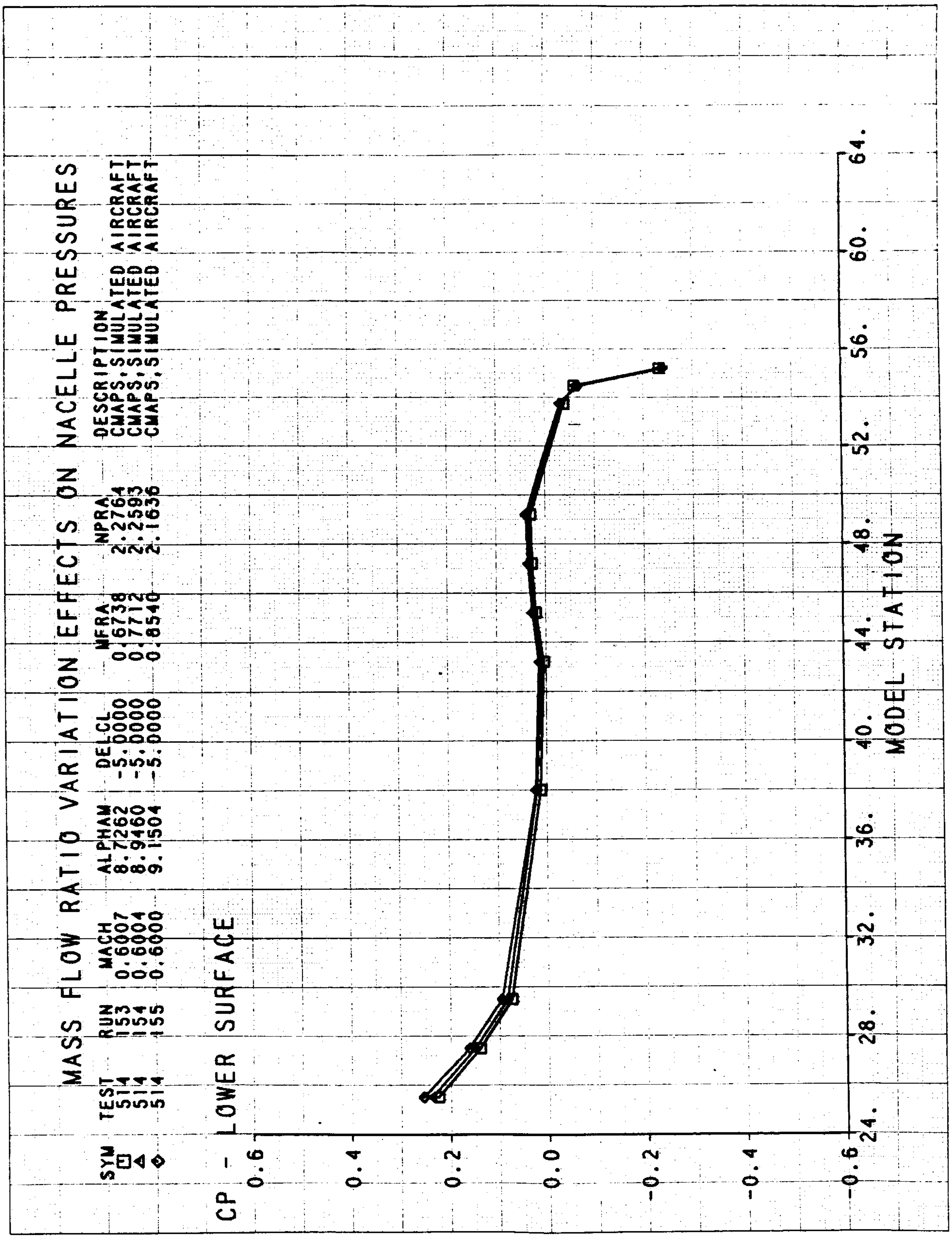
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 154 0.6004 8.9460 -5.0000 0.7712 2.2593 CMAPS,SIMULATED AIRCRAFT
◇ 514 155 0.6000 9.1504 -5.0000 0.8540 2.1636 CMAPS,SIMULATED AIRCRAFT
LOWER SURFACE
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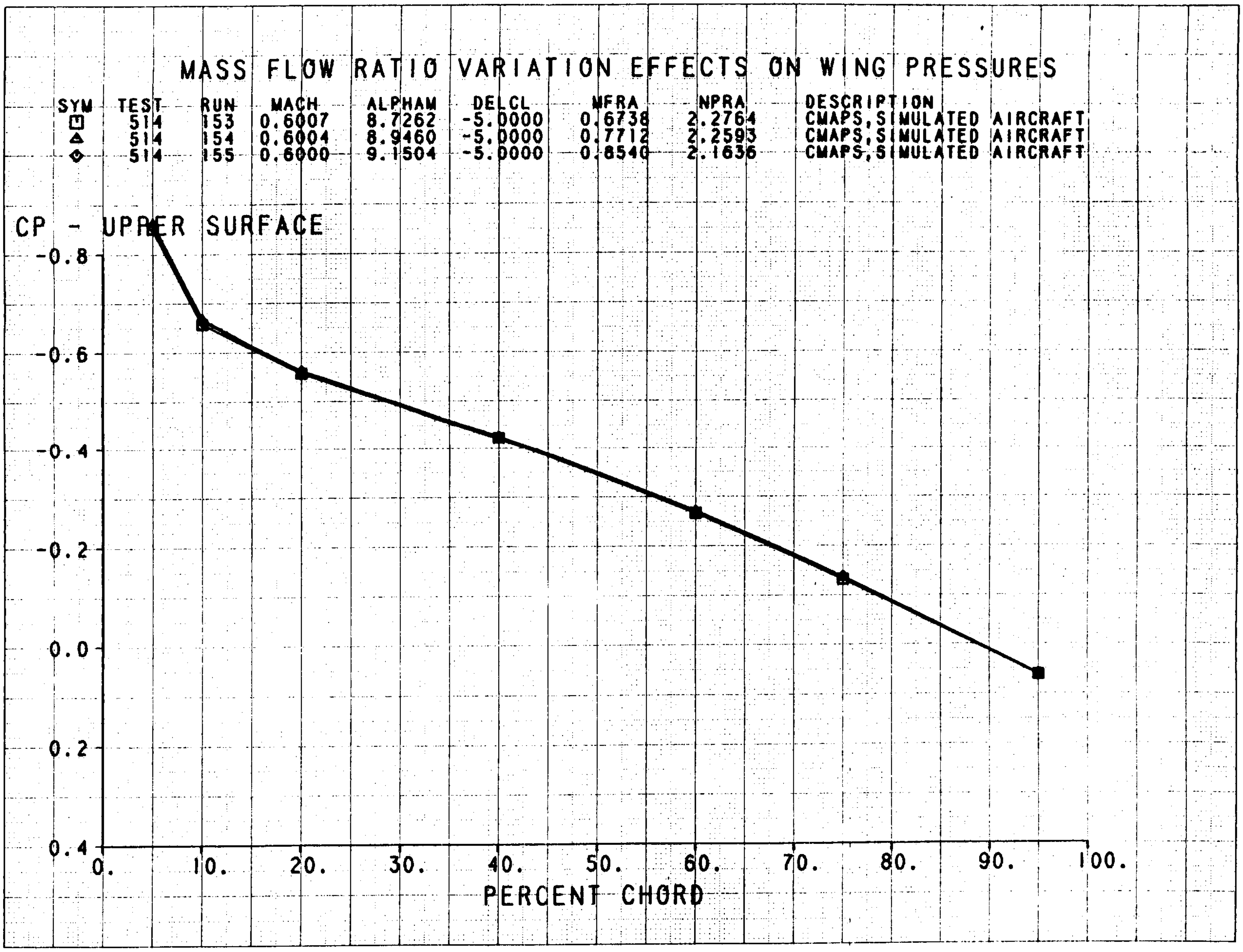
MODEL STATION



MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 154 0.6004 8.9460 -5.0000 0.7712 2.2593 CMAPS,SIMULATED AIRCRAFT
◇ 514 155 0.6000 9.1504 -5.0000 0.8540 2.1636 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.8
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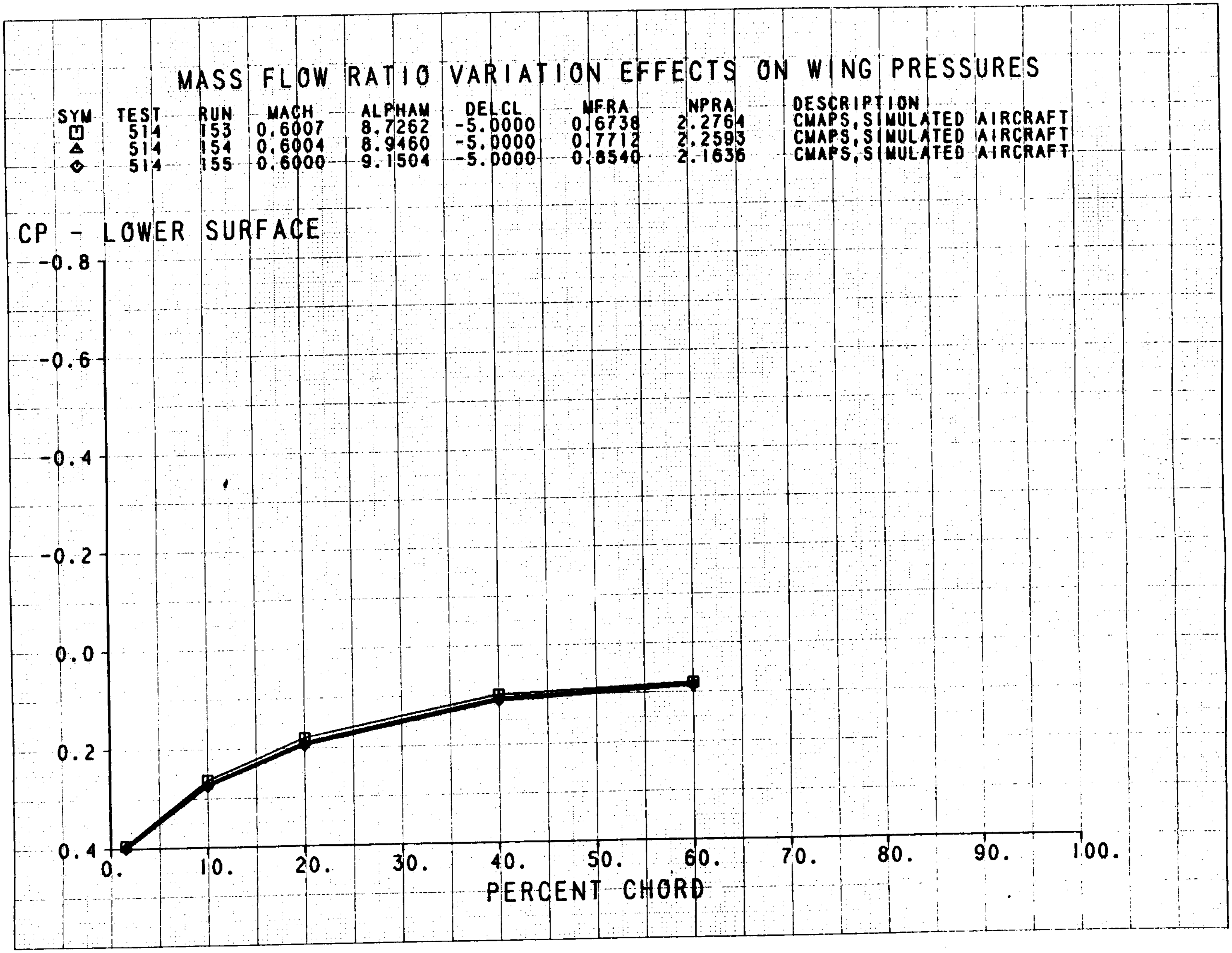
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 154 0.6004 8.9460 -5.0000 0.7712 2.2593 CMAPS,SIMULATED AIRCRAFT
◇ 514 155 0.6000 9.1504 -5.0000 0.8540 2.1636 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
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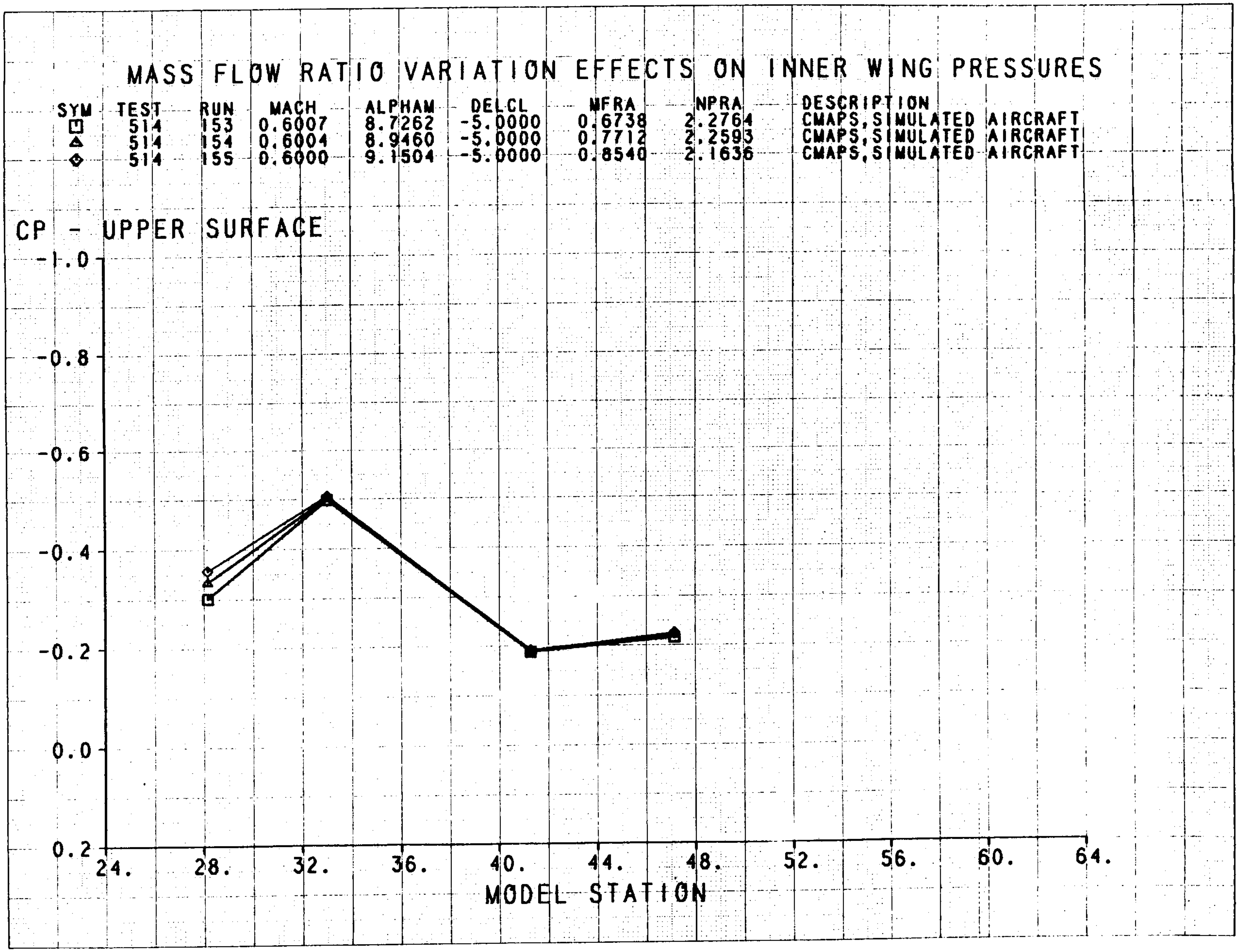
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 154 0.6004 8.9460 -5.0000 0.7712 2.2593 CMAPS,SIMULATED AIRCRAFT
◇ 514 155 0.6000 9.1504 -5.0000 0.8540 2.1636 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
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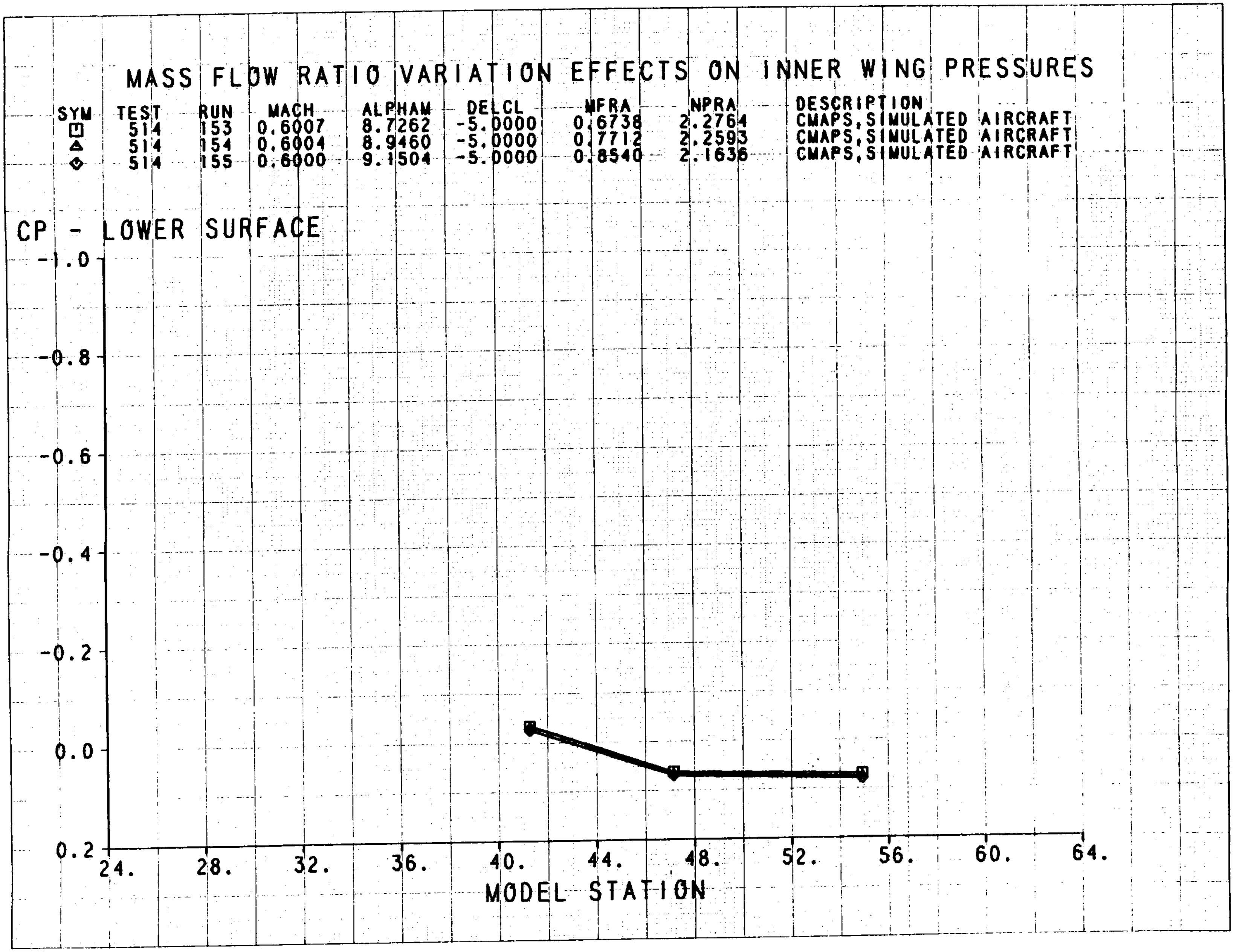
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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CP - LOWER SURFACE
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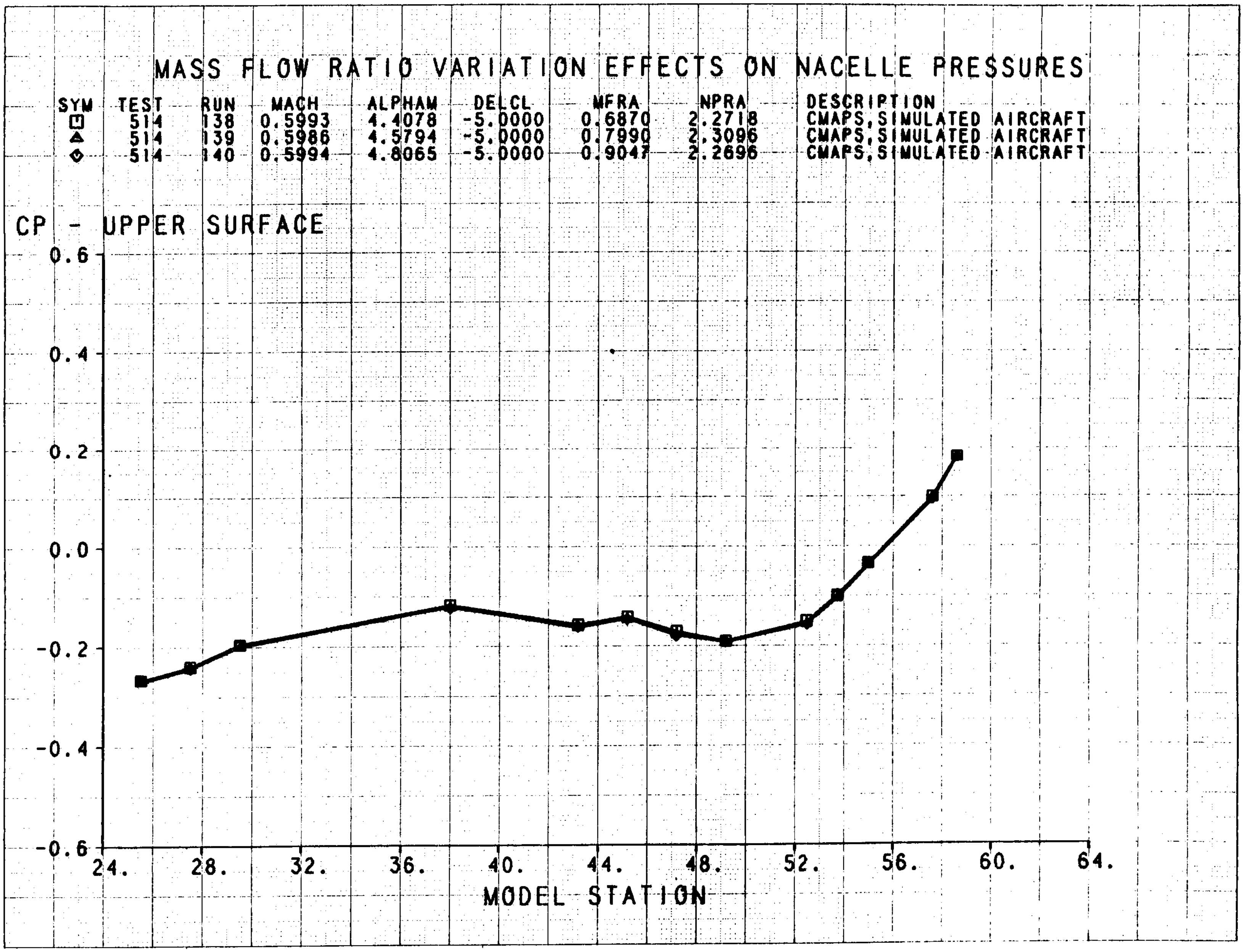
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 138 0.5993 4.4078 -5.0000 0.6870 2.2718 CMAPS,SIMULATED AIRCRAFT
△ 514 139 0.5986 4.5794 -5.0000 0.7990 2.3096 CMAPS,SIMULATED AIRCRAFT
◇ 514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.6
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0.0
-0.2
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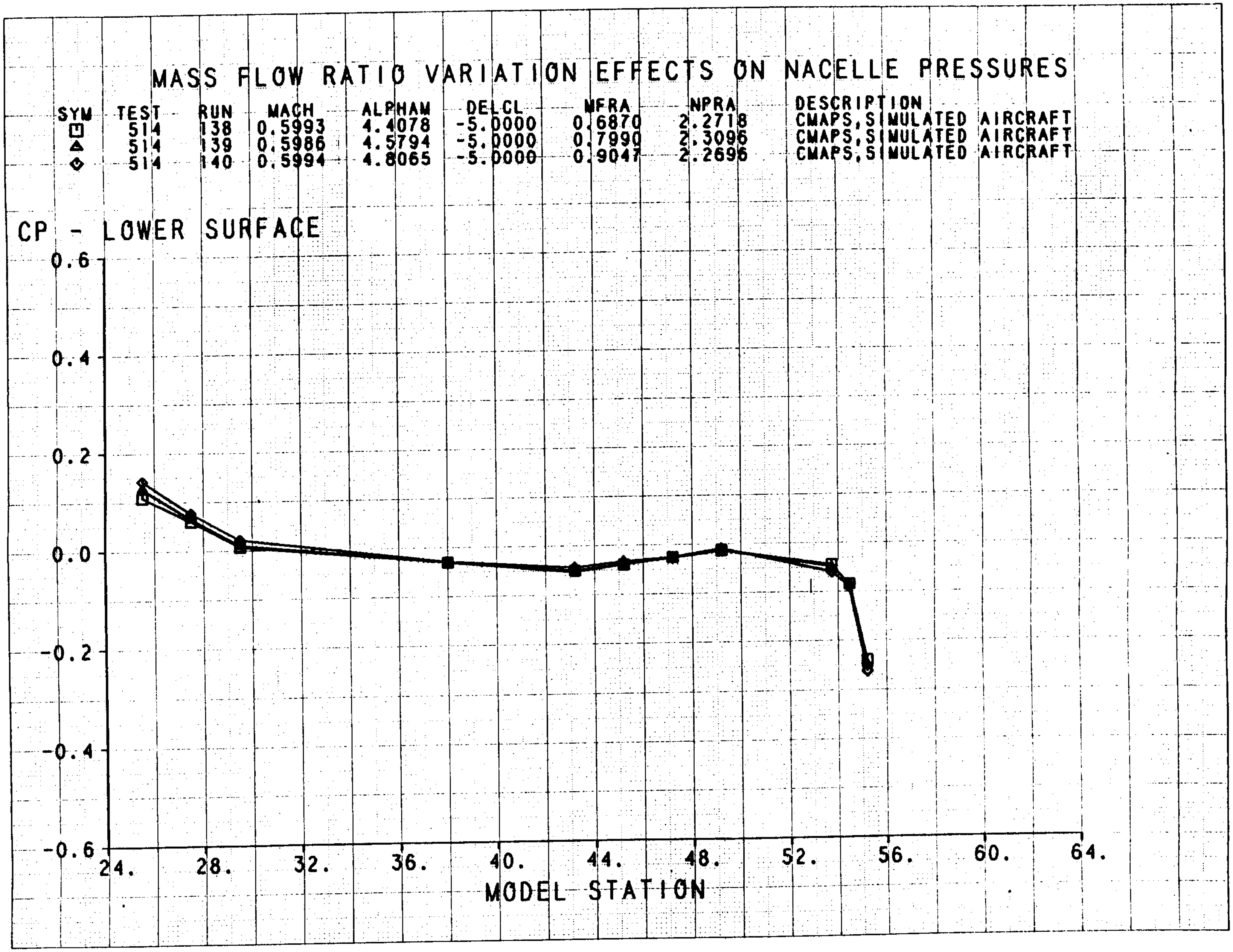
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 139 0.5986 4.5794 -5.0000 0.7990 2.3096 CMAPS,SIMULATED AIRCRAFT
◇ 514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
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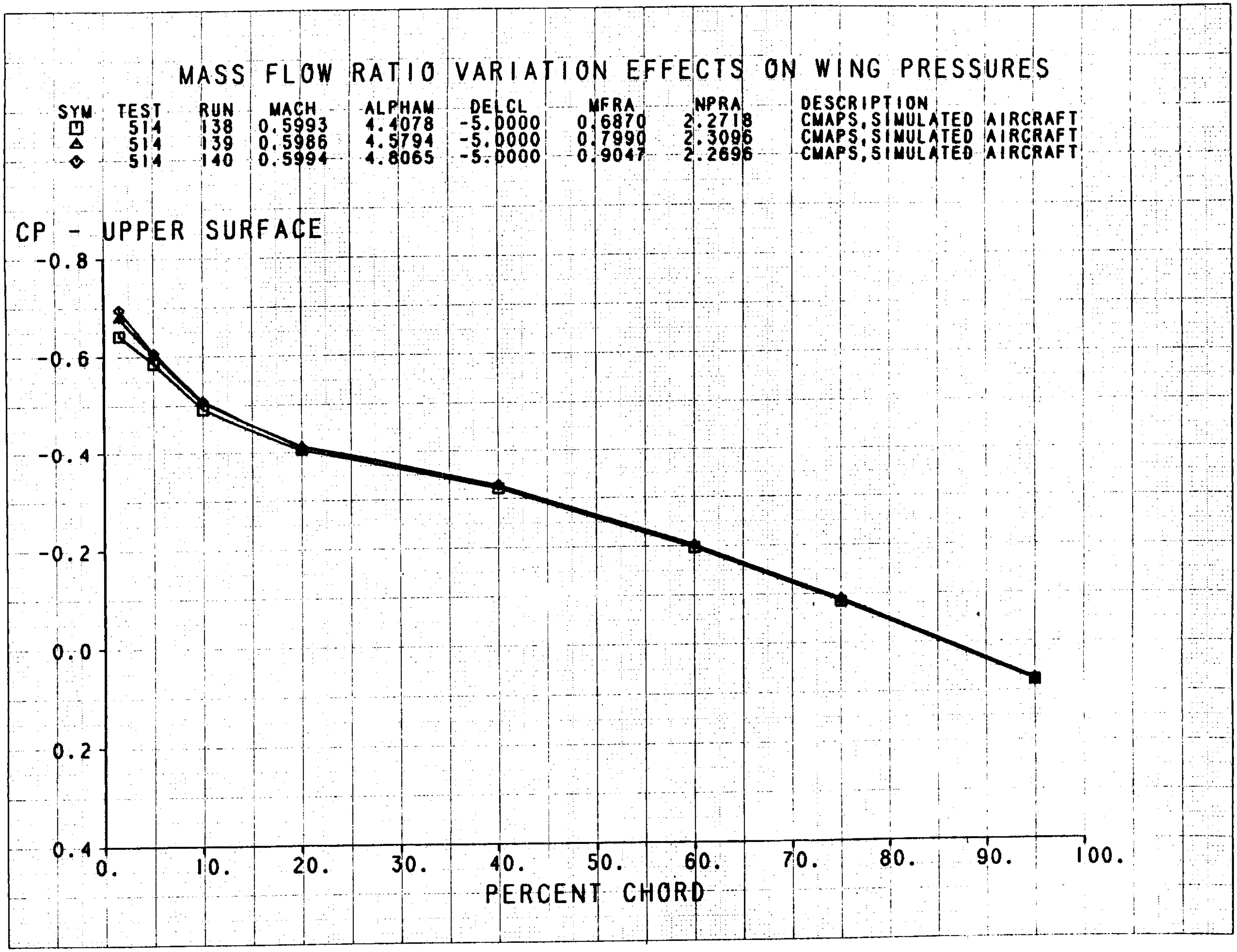
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 139 0.5986 4.5794 -5.0000 0.7990 2.3096 CMAPS,SIMULATED AIRCRAFT
◇ 514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
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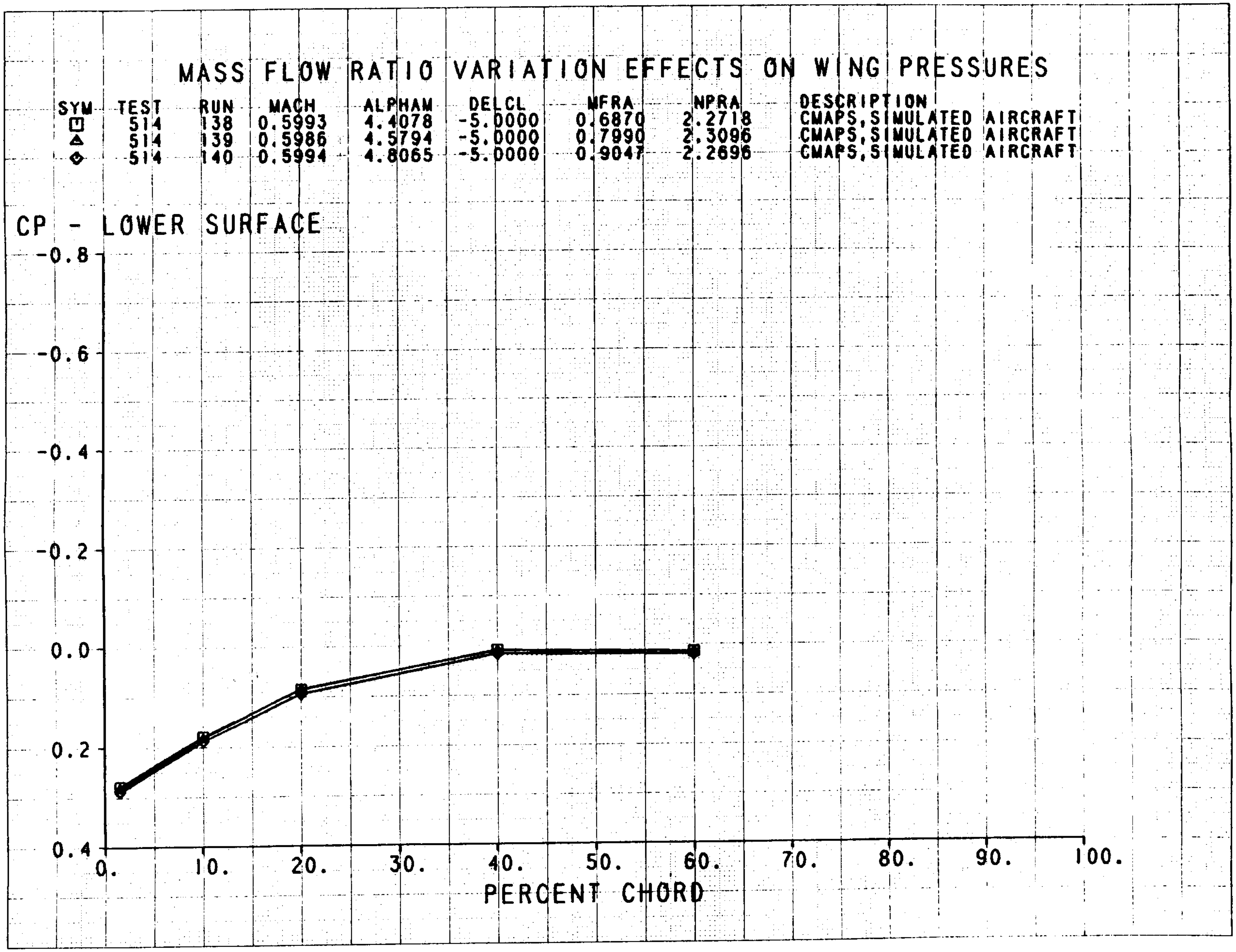
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
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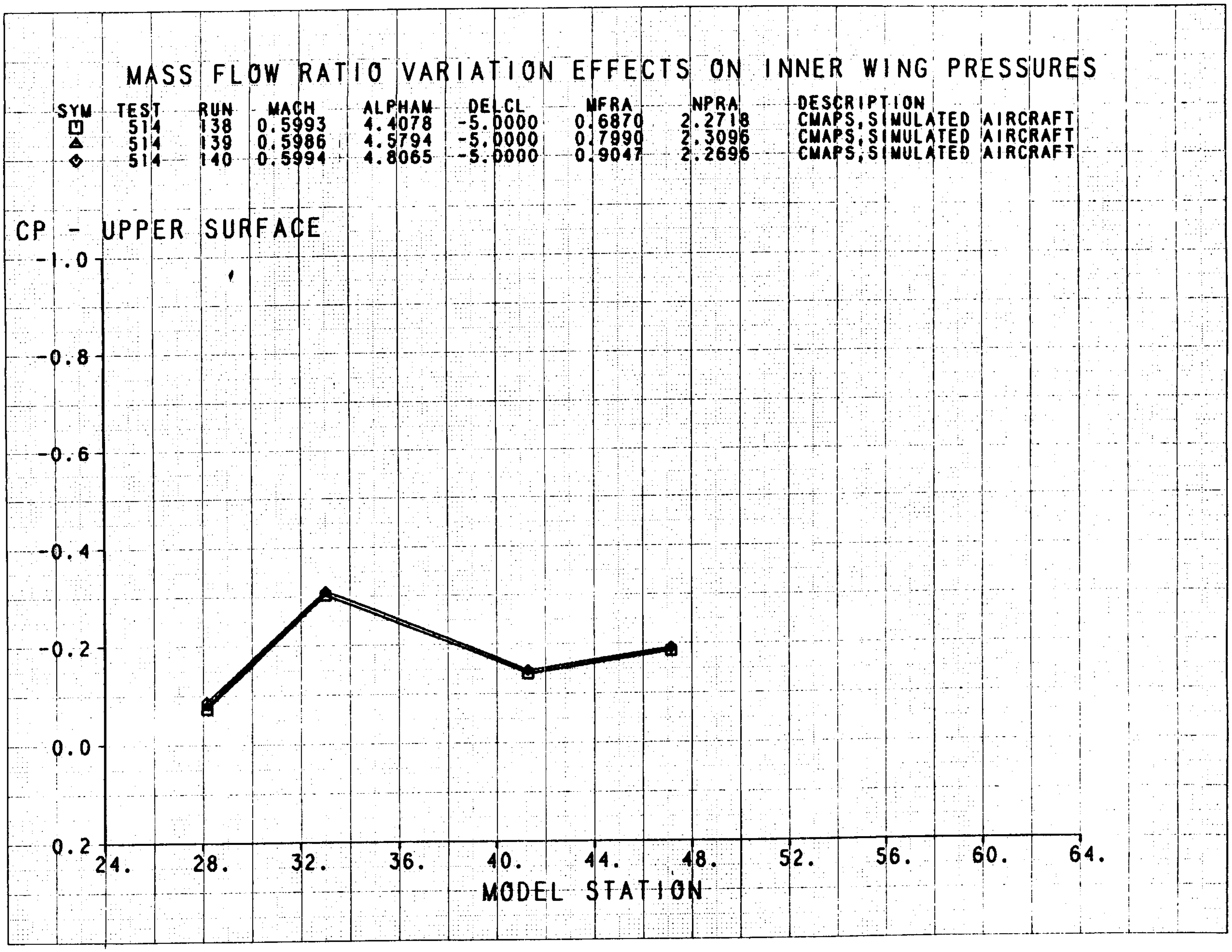
PERCENT CHORD


MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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CP - UPPER SURFACE
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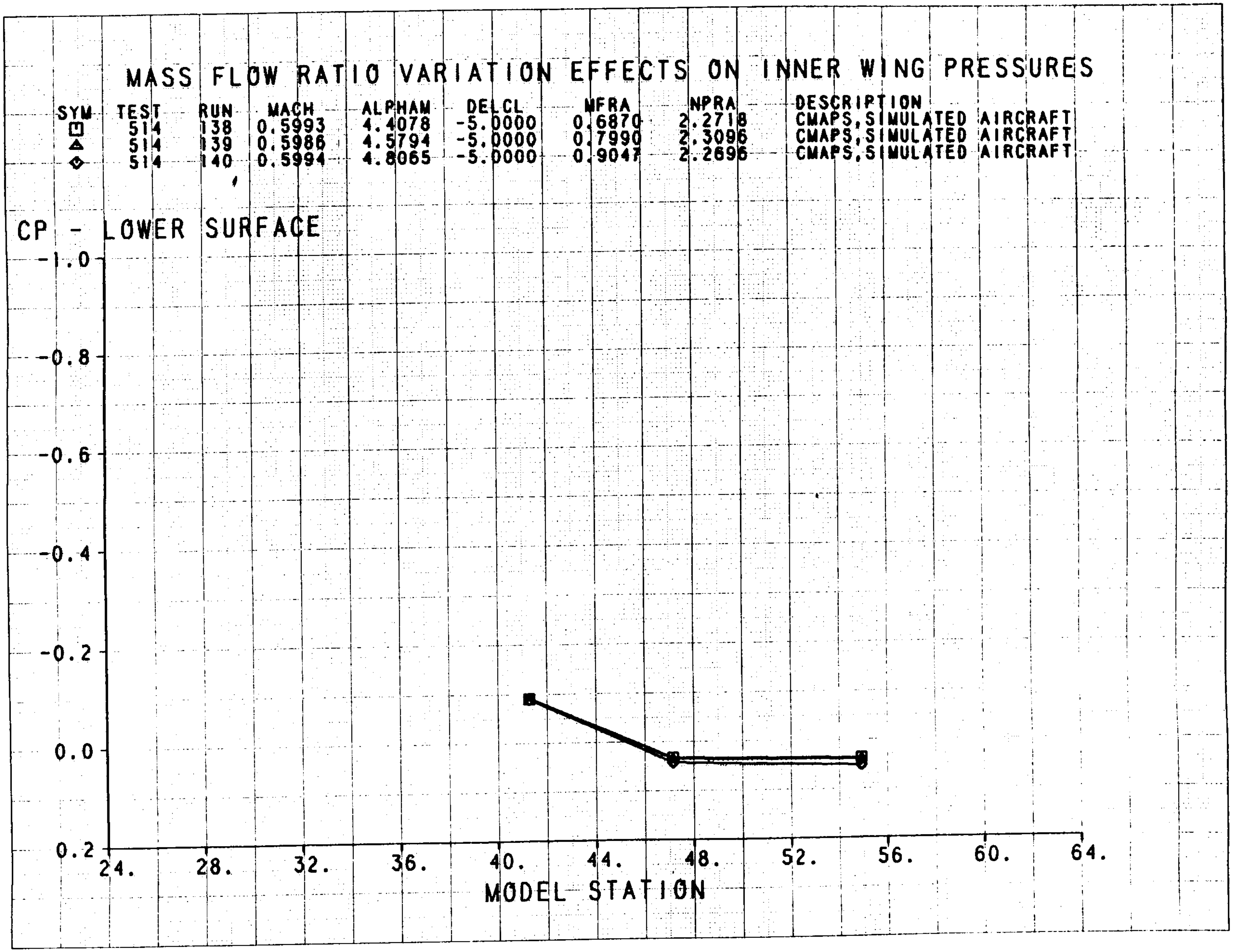
MODEL STATION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SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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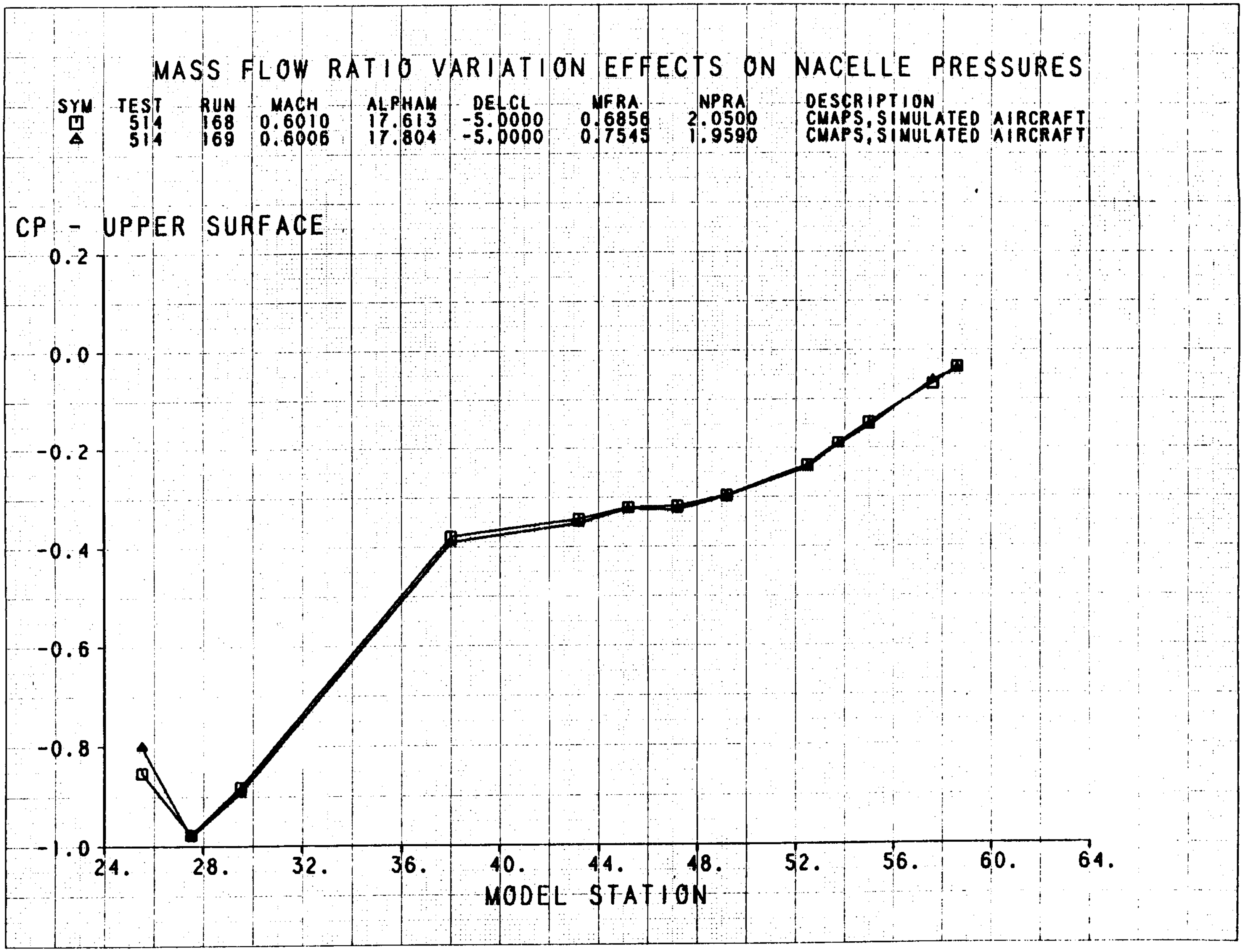
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
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-0.2
-0.4
-0.6
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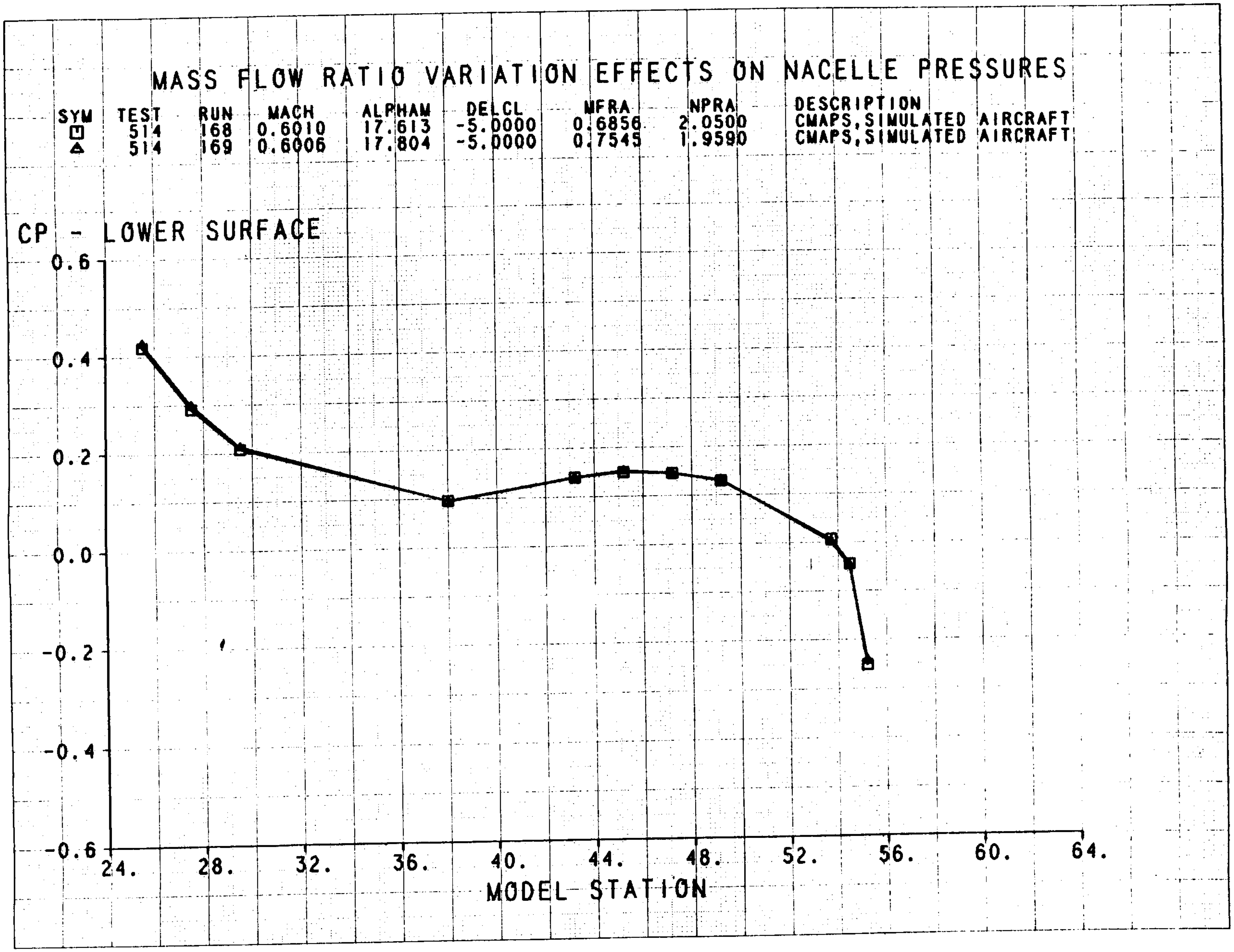
MODEL STATION


MASS FLOW RATIO VARIATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 168 0.6010 17.613 -5.0000 0.6856 2.0500 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
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-0.2
-0.4
-0.6
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MODEL STATION

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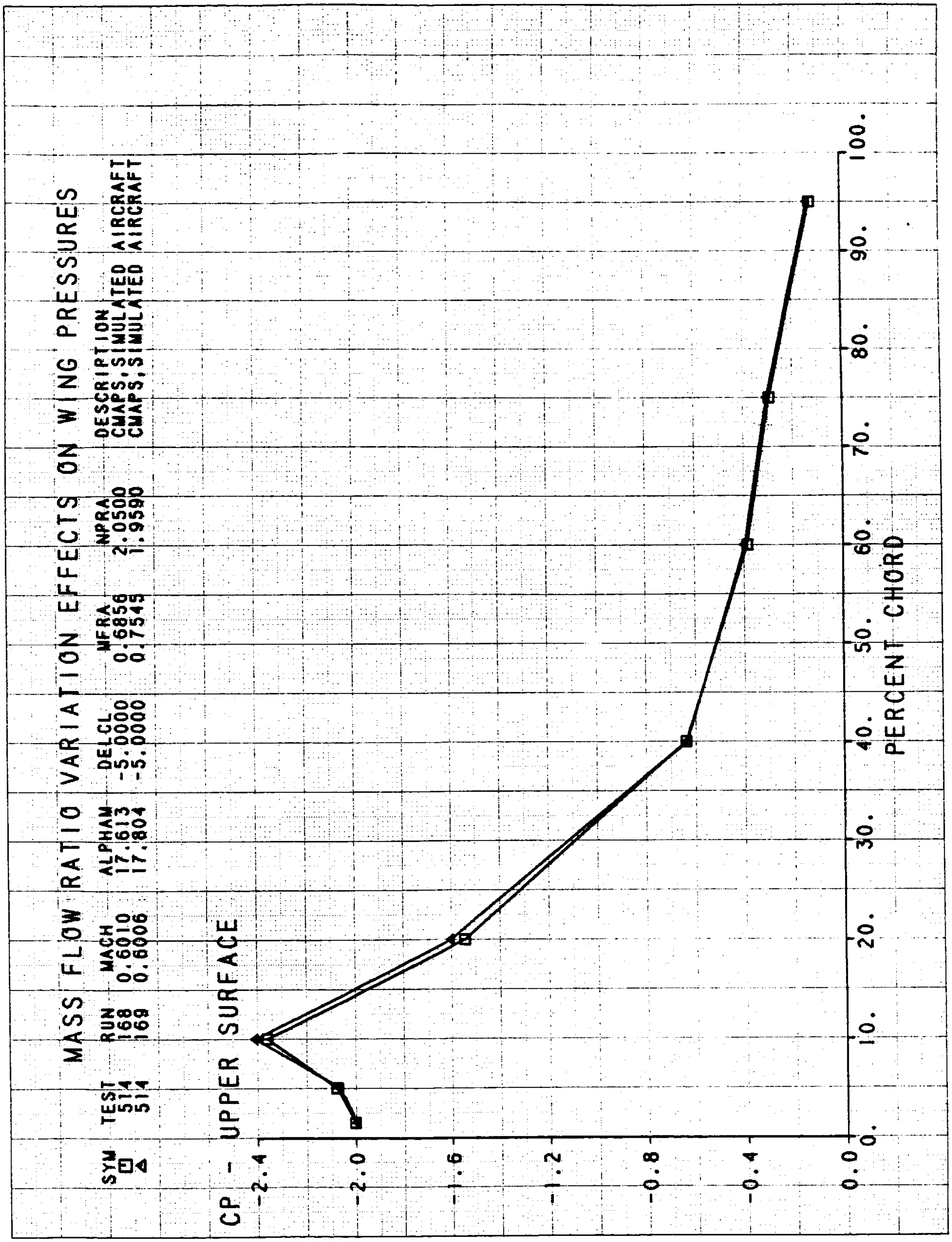

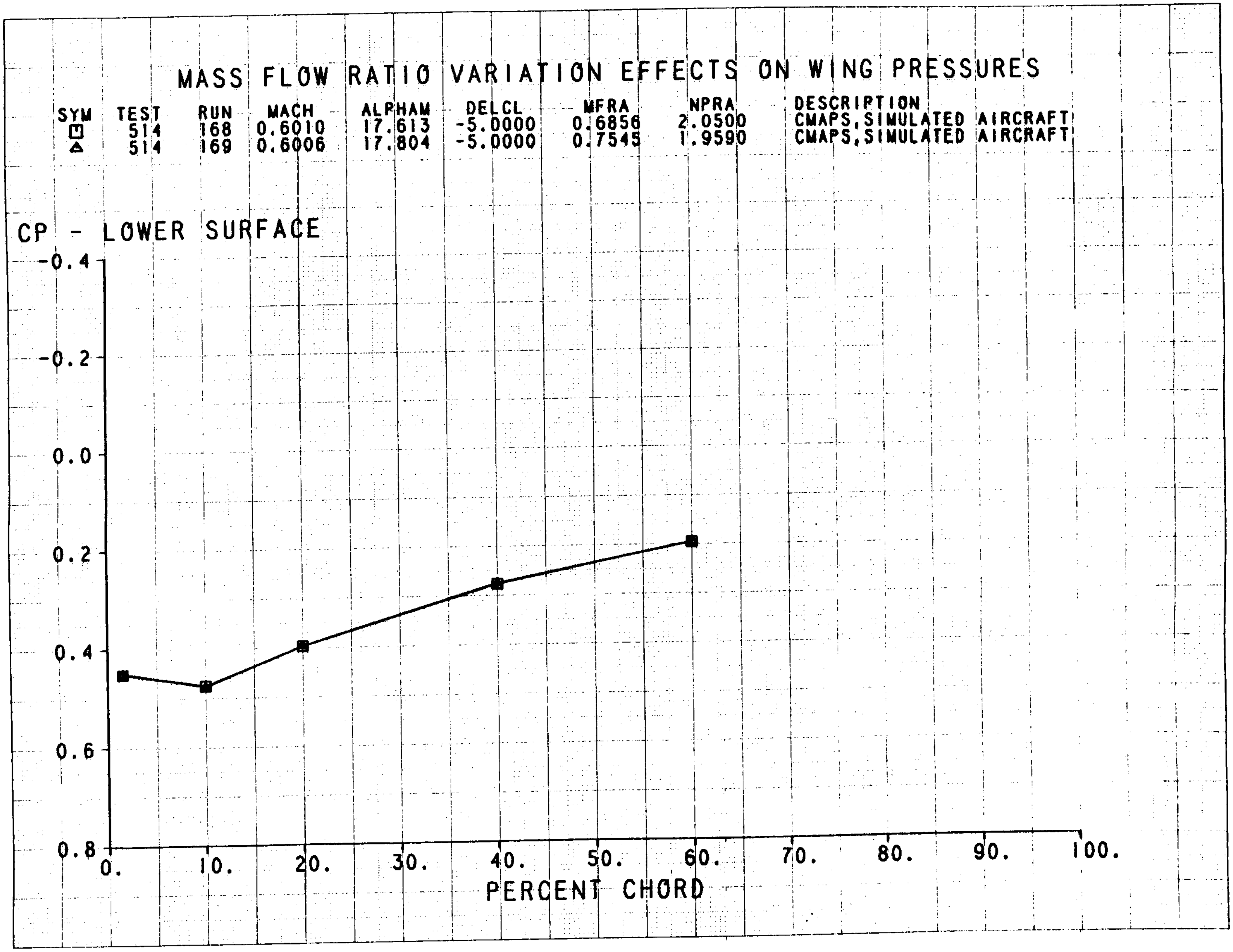
MASS FLOW RATIO VARIATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 168 0.6010 17.613 -5.0000 0.6856 2.0500 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
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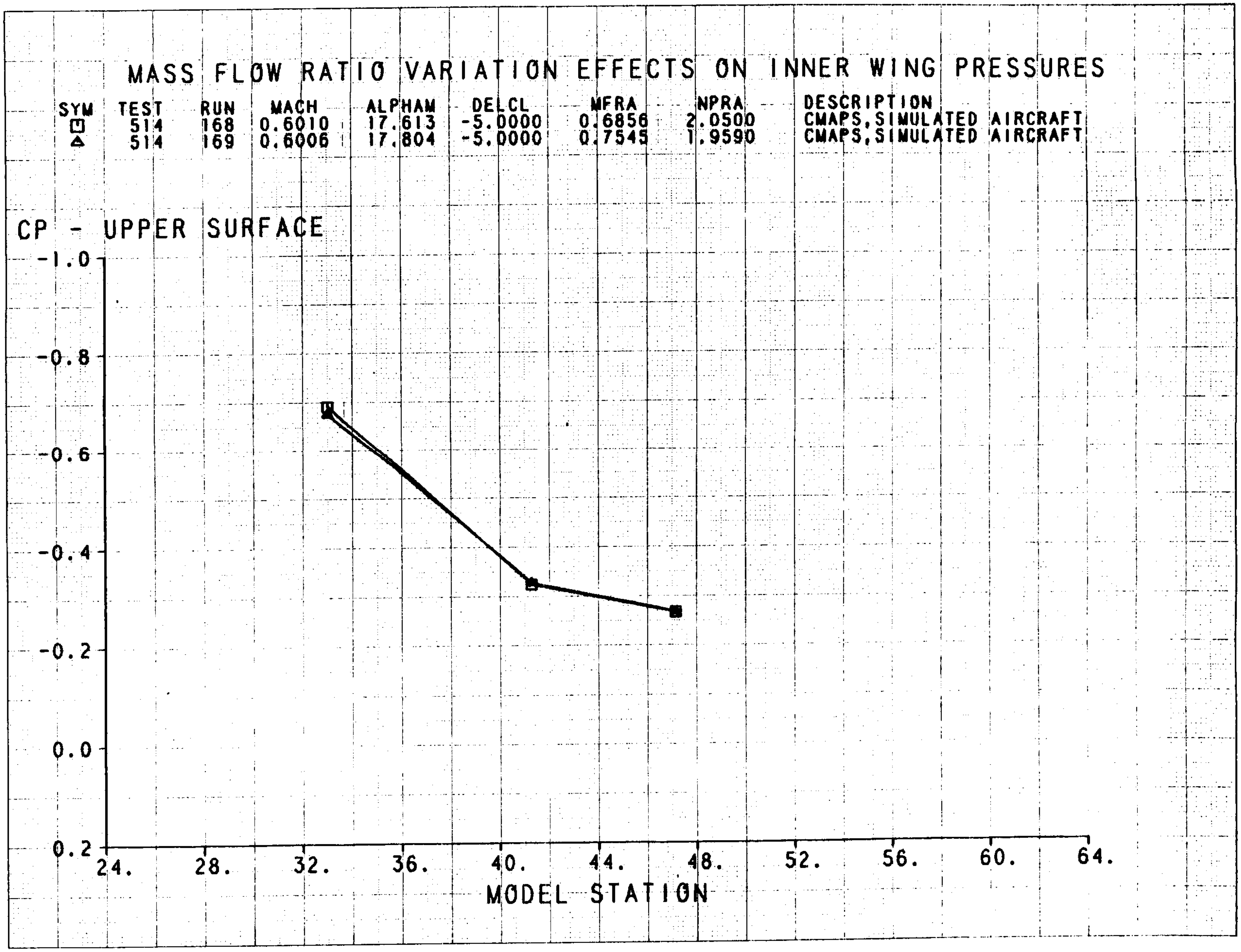
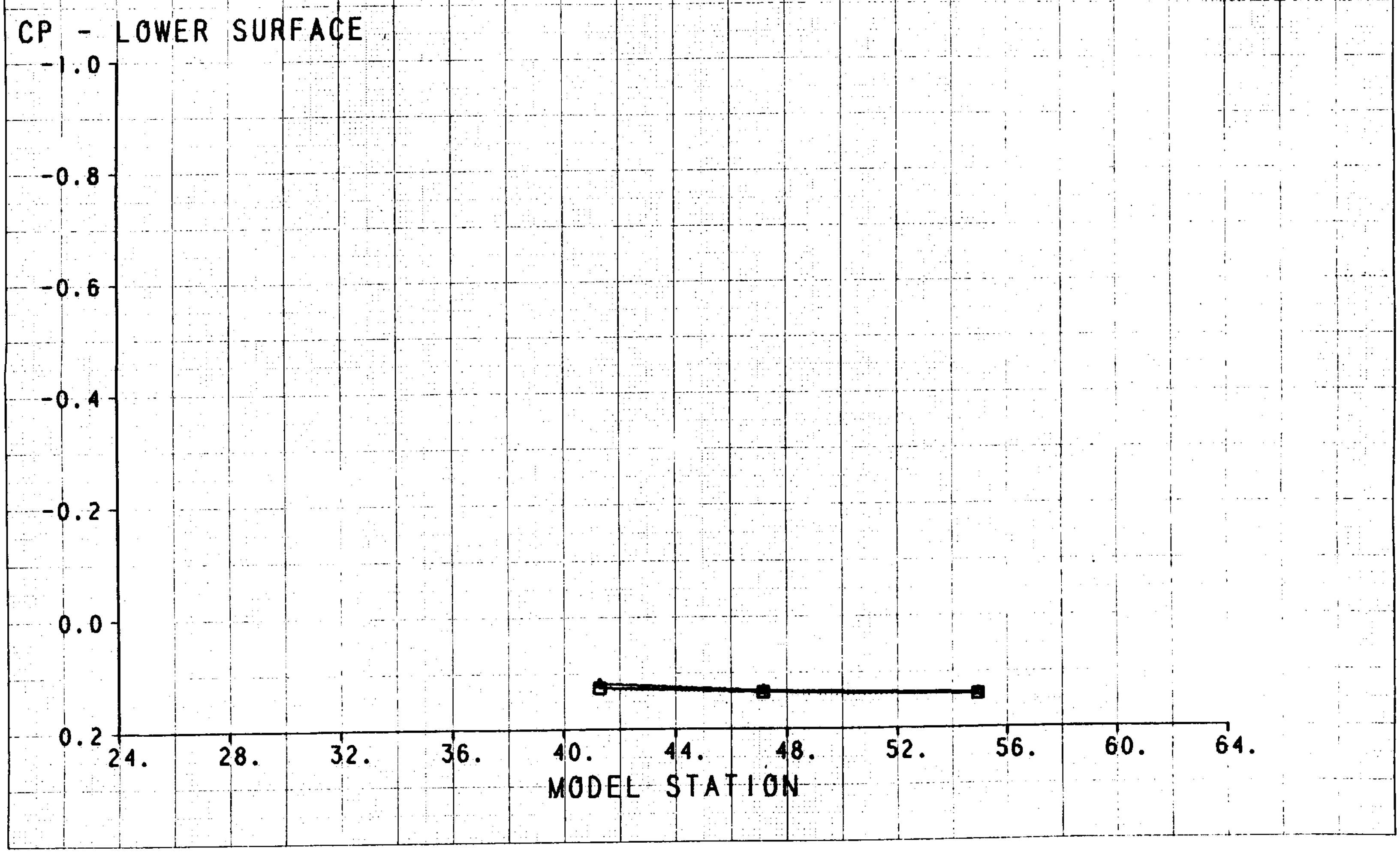
80.
90.
100.
PERCENT CHORD

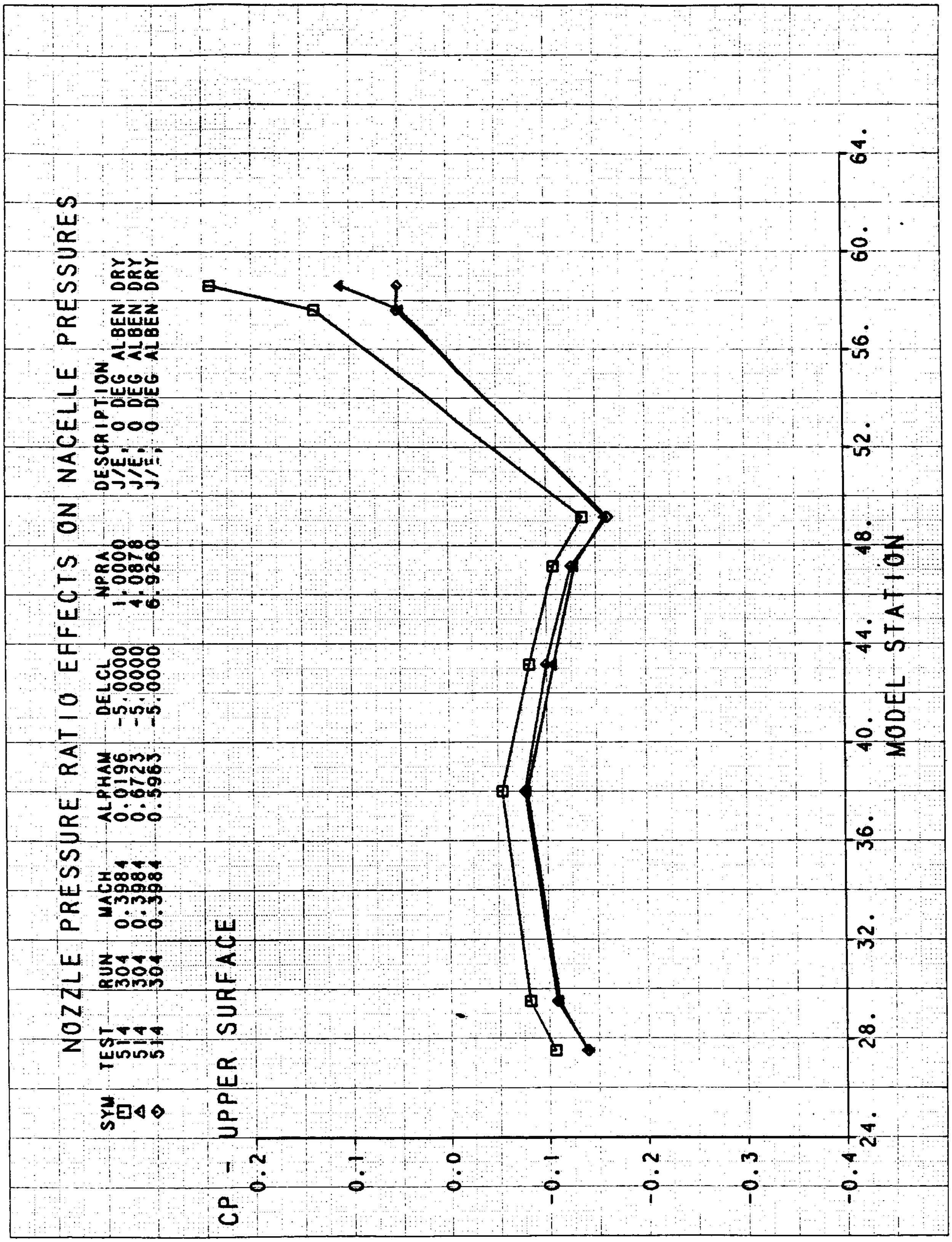


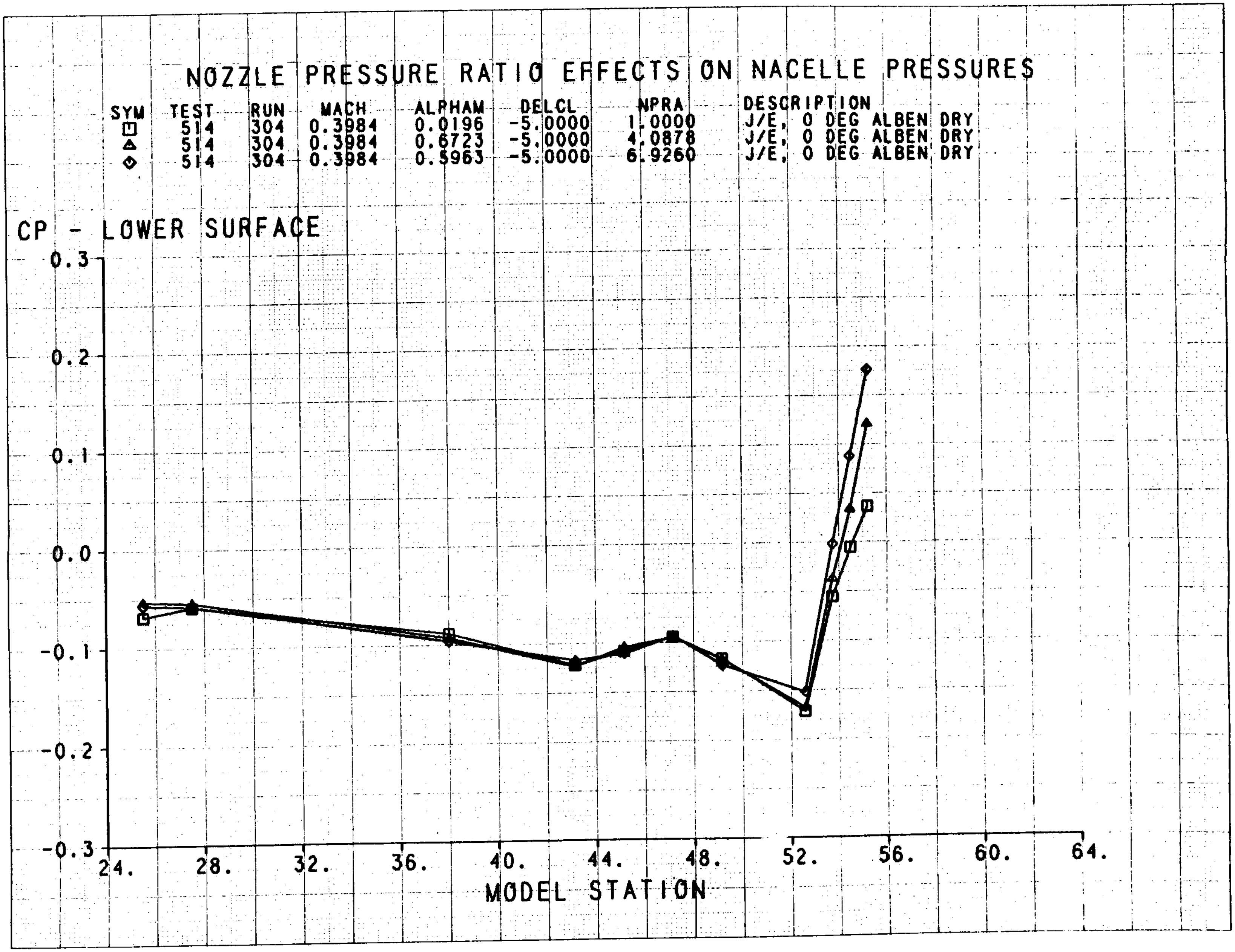
MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 168 0.6010 17.613 -5.0000 0.6856 2.0500 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

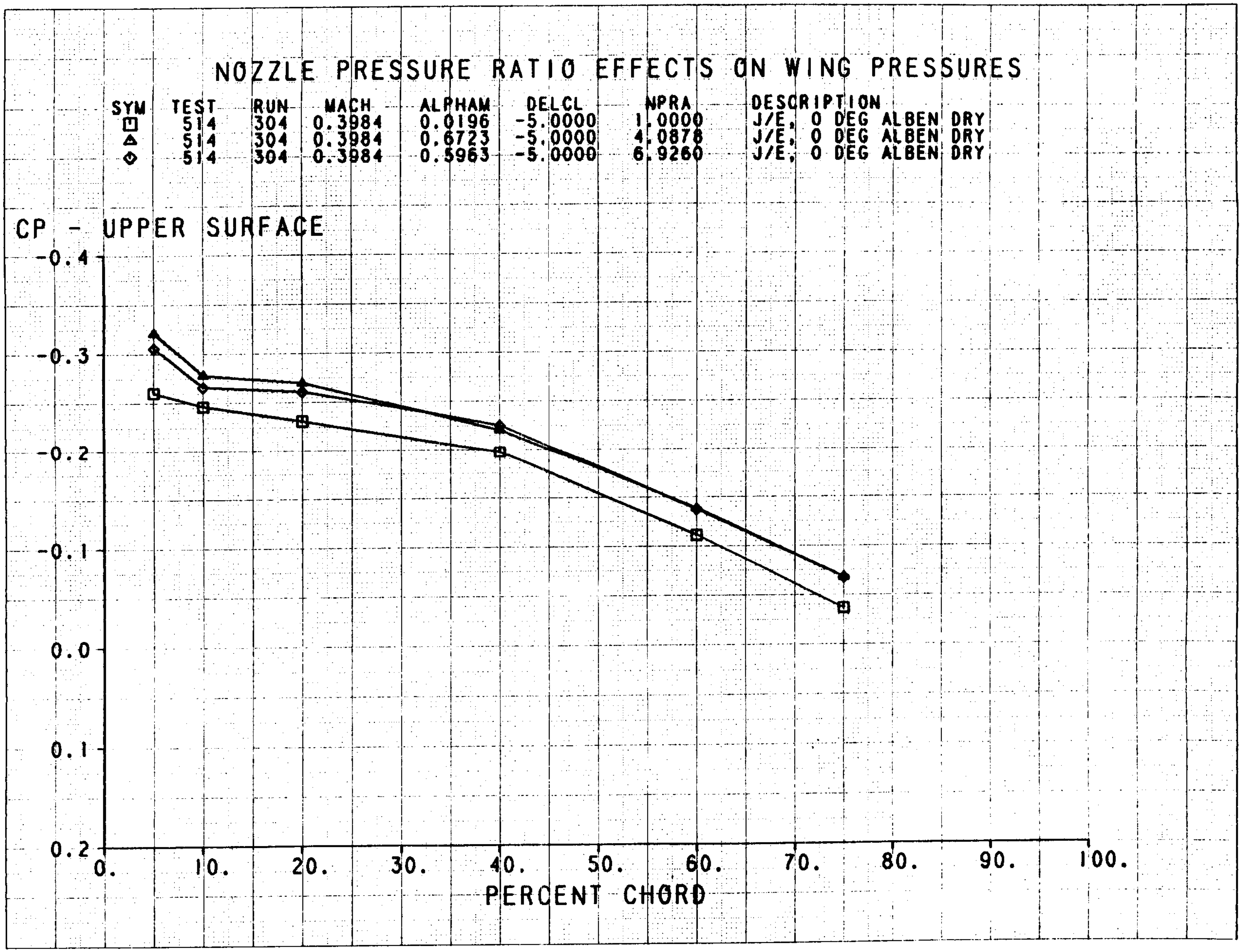
MASS FLOW RATIO VARIATION EFFECTS ON INNER WING PRESSURES

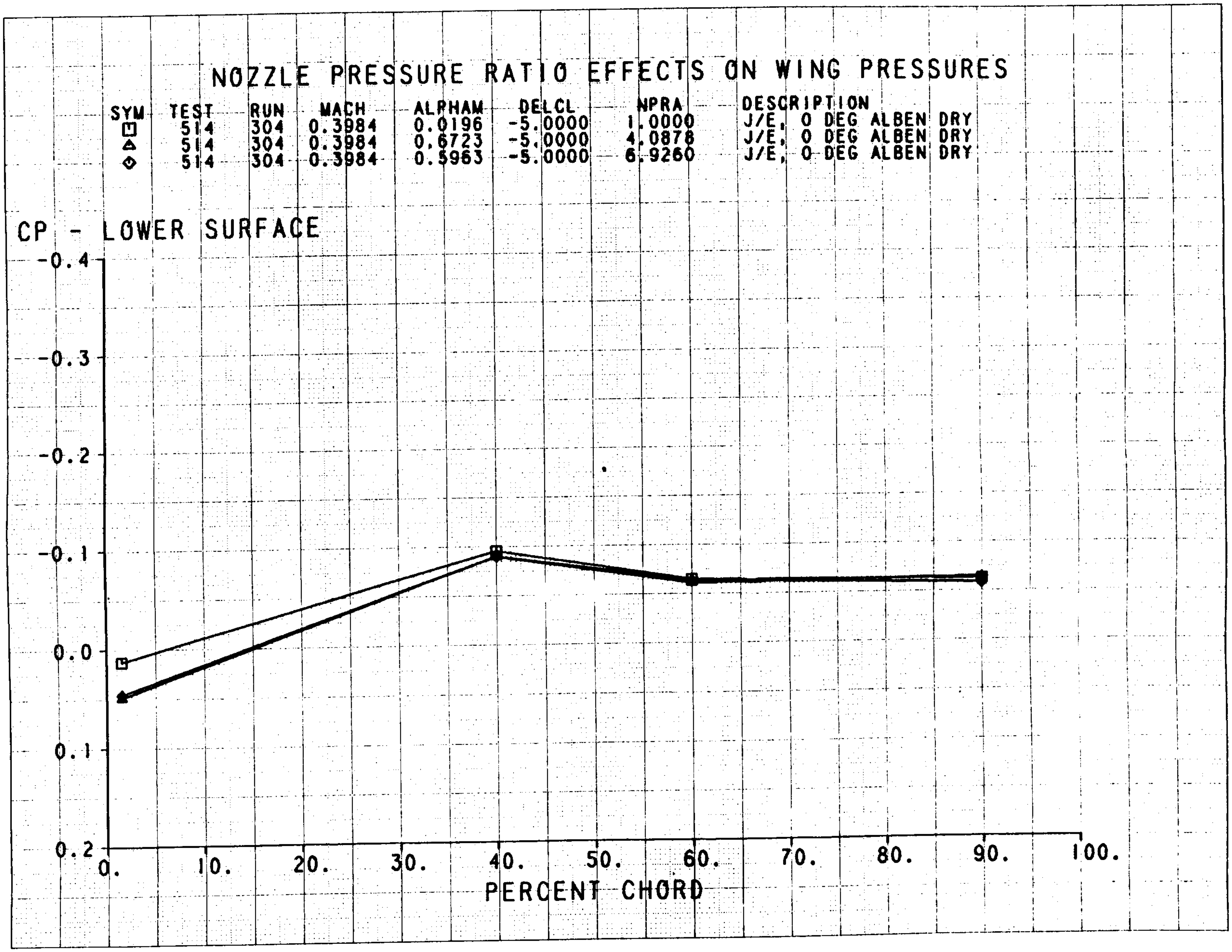
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	168	0.6010	17.613	-5.0000	0.6856	2.0500	CMAPS,SIMULATED AIRCRAFT
△	514	169	0.6006	17.804	-5.0000	0.7545	1.9590	CMAPS,SIMULATED AIRCRAFT

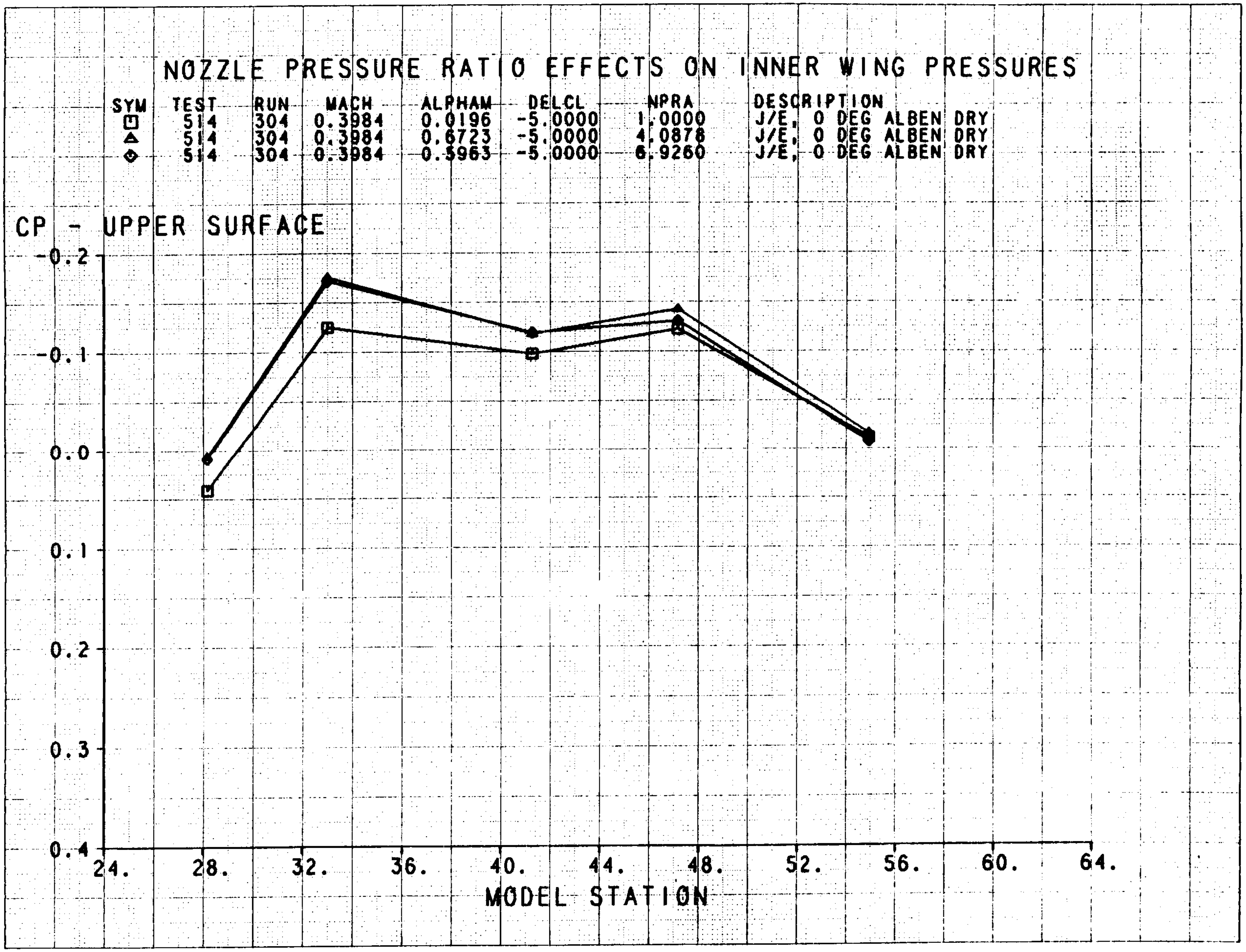


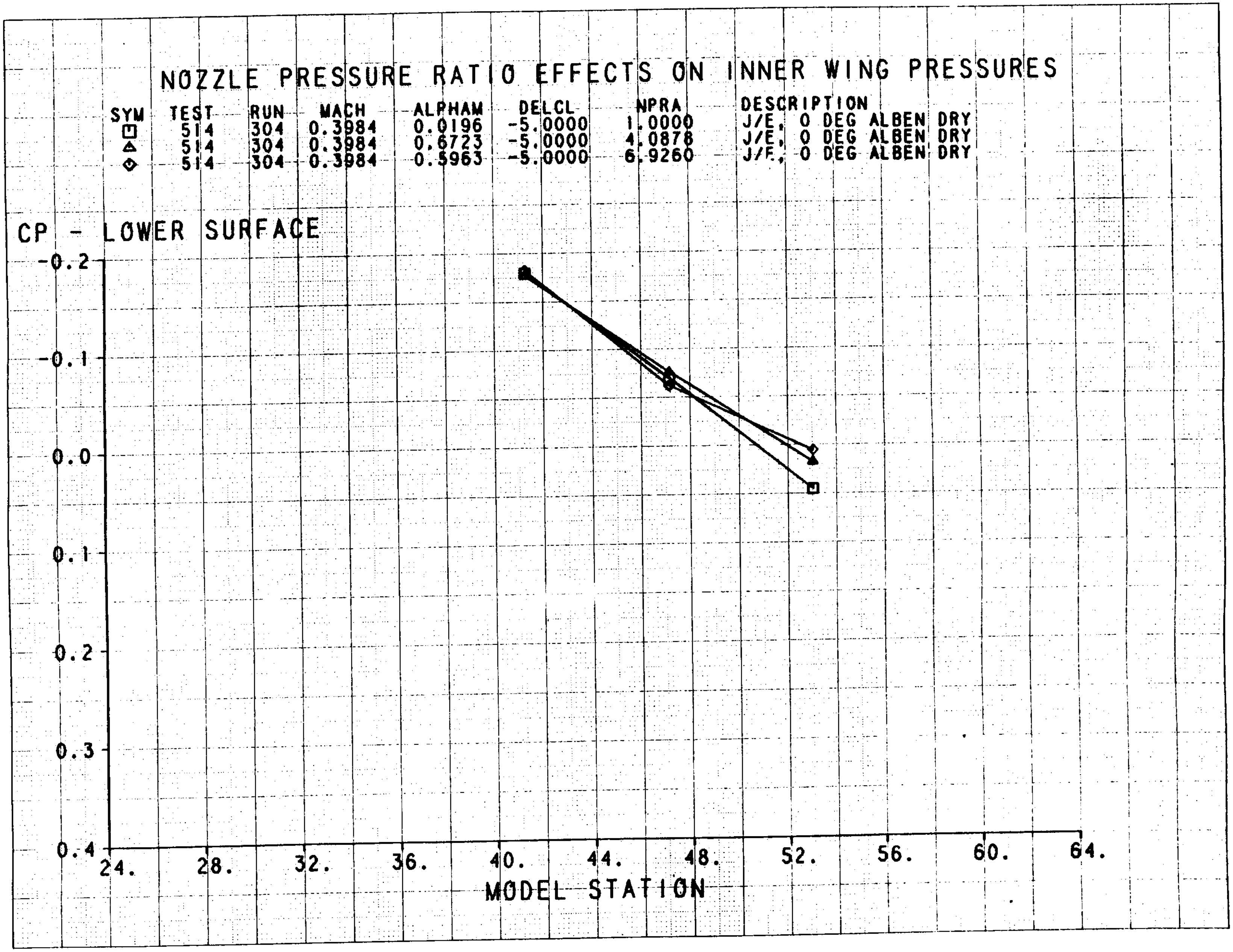

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 304 0.3984 0.0196 -5.0000 1.0000 J/E, 0 DEG ALBEN DRY
△ 514 304 0.3984 0.6723 -5.0000 4.0878 J/E, 0 DEG ALBEN DRY
◇ 514 304 0.3984 0.5963 -5.0000 6.9260 J/E, 0 DEG ALBEN DRY
UPPER SURFACE
CP -
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

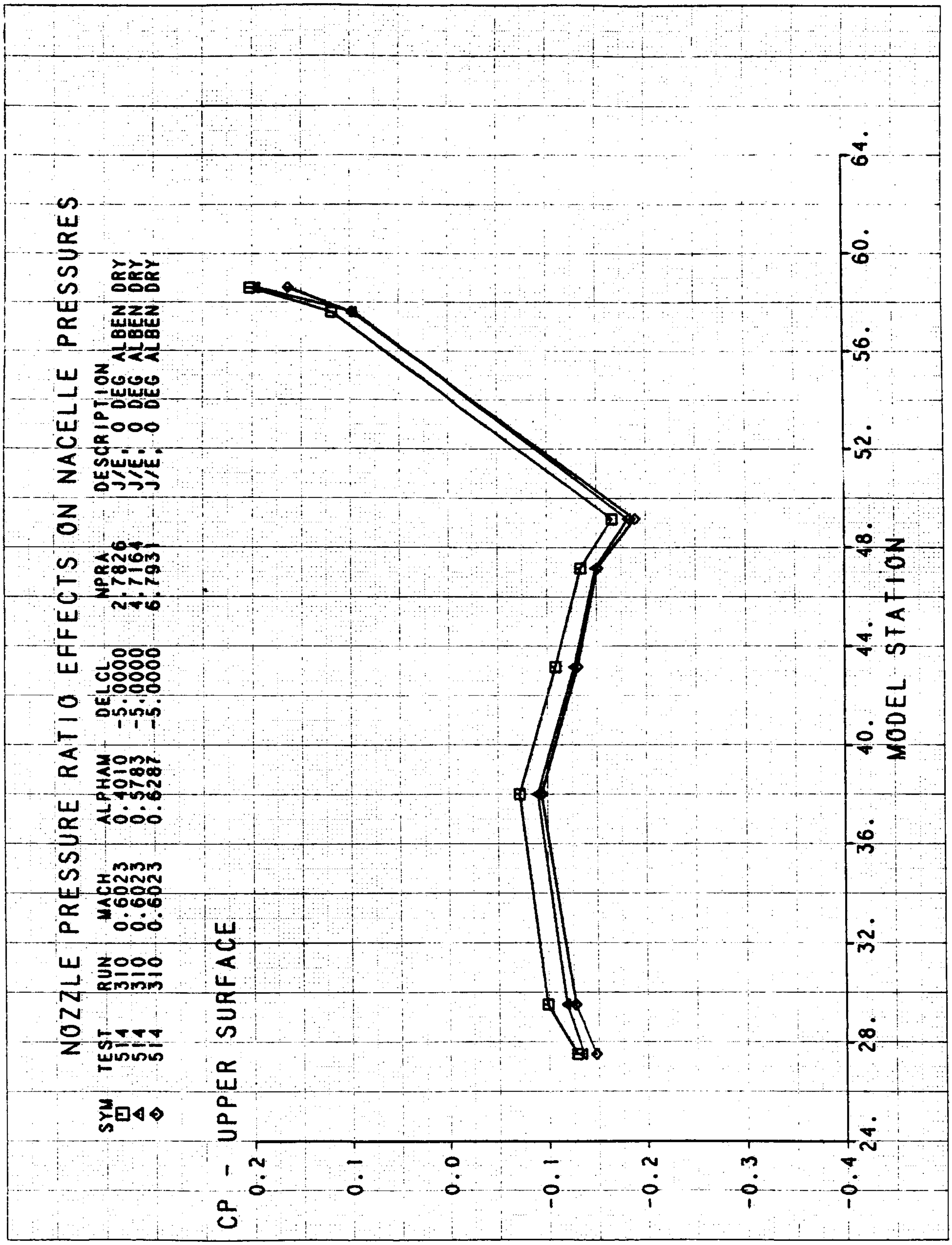

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 304 0.3984 0.0196 -5.0000 1.0000 J/E, 0 DEG ALBEN DRY
△ 514 304 0.3984 0.6723 -5.0000 4.0878 J/E, 0 DEG ALBEN DRY
◇ 514 304 0.3984 0.5963 -5.0000 6.9260 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 304 0.3984 0.0196 -5.0000 1.0000 J/E, 0 DEG ALBEN DRY
△ 514 304 0.3984 0.6723 -5.0000 4.0878 J/E, 0 DEG ALBEN DRY
◇ 514 304 0.3984 0.5963 -5.0000 6.9260 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 304 0.3984 0.0196 -5.0000 1.0000 J/E, 0 DEG ALBEN DRY
△ 514 304 0.3984 0.6723 -5.0000 4.0878 J/E, 0 DEG ALBEN DRY
◇ 514 304 0.3984 0.5963 -5.0000 6.9260 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 304 0.3984 0.0196 -5.0000 1.0000 J/E, 0 DEG ALBEN DRY
△ 514 304 0.3984 0.6723 -5.0000 4.0878 J/E, 0 DEG ALBEN DRY
◇ 514 304 0.3984 0.5963 -5.0000 6.9260 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 304 0.3984 0.0196 -5.0000 1.0000 J/E, 0 DEG ALBEN DRY
△ 514 304 0.3984 0.6723 -5.0000 4.0878 J/E, 0 DEG ALBEN DRY
◇ 514 304 0.3984 0.5963 -5.0000 6.9260 J/F, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



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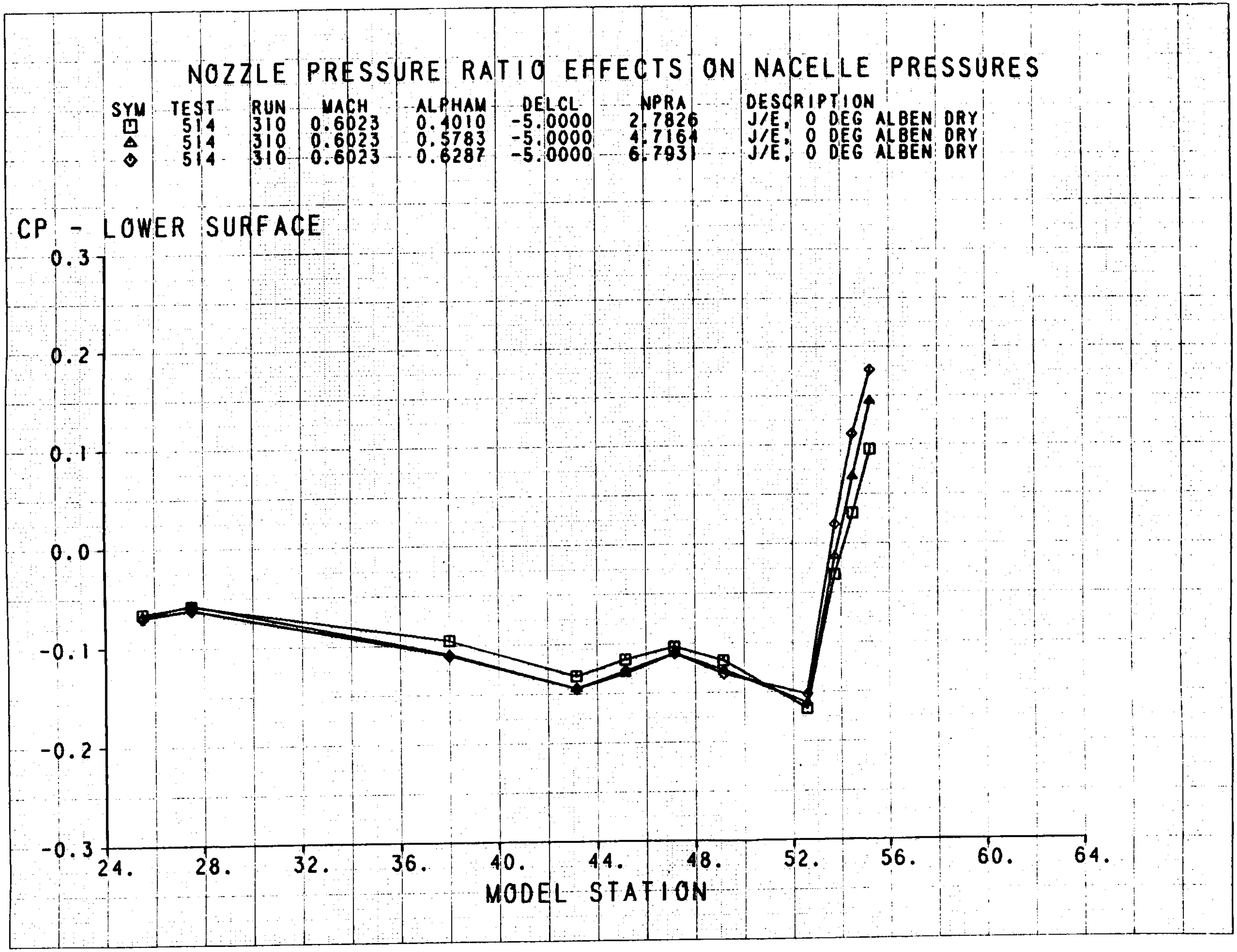
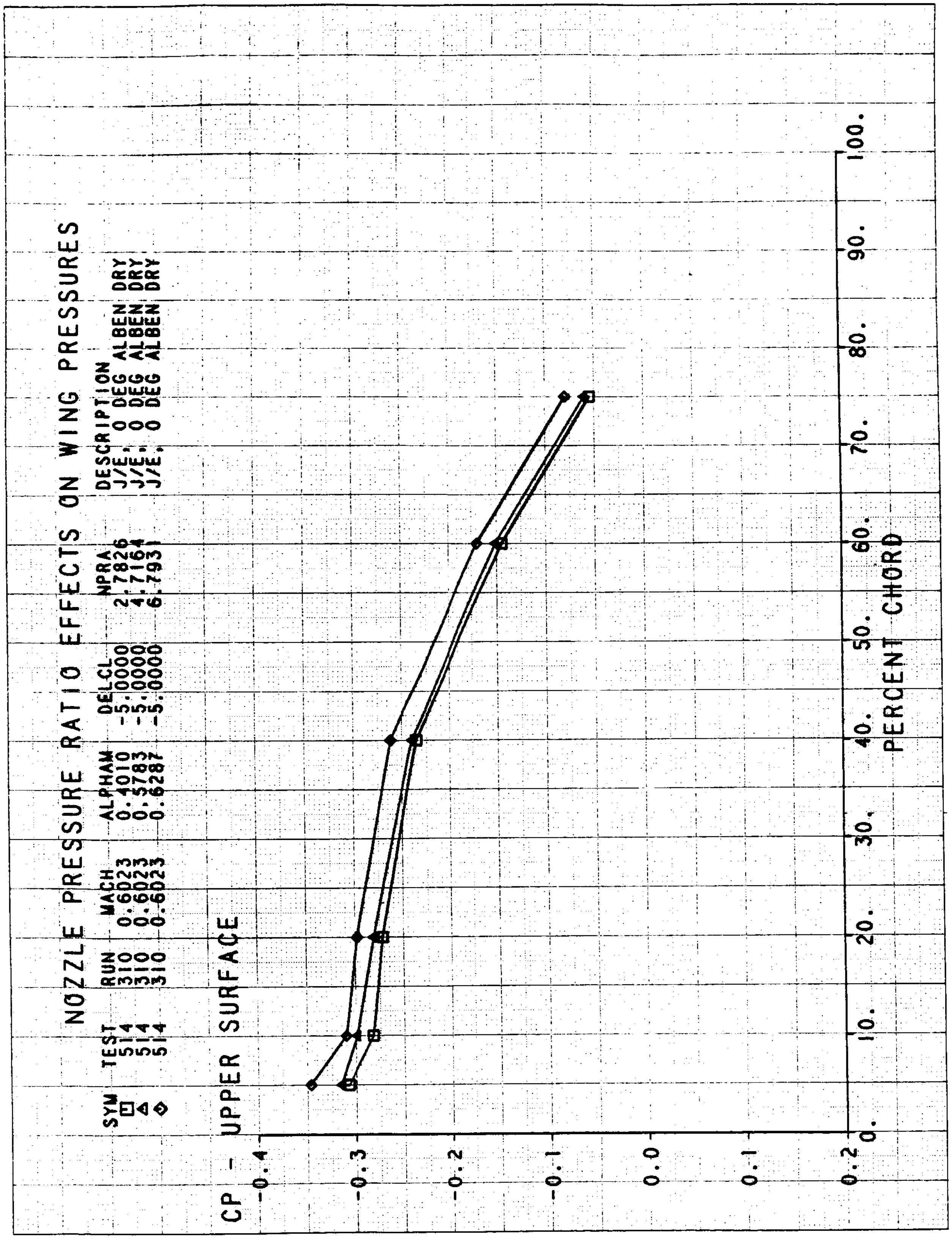
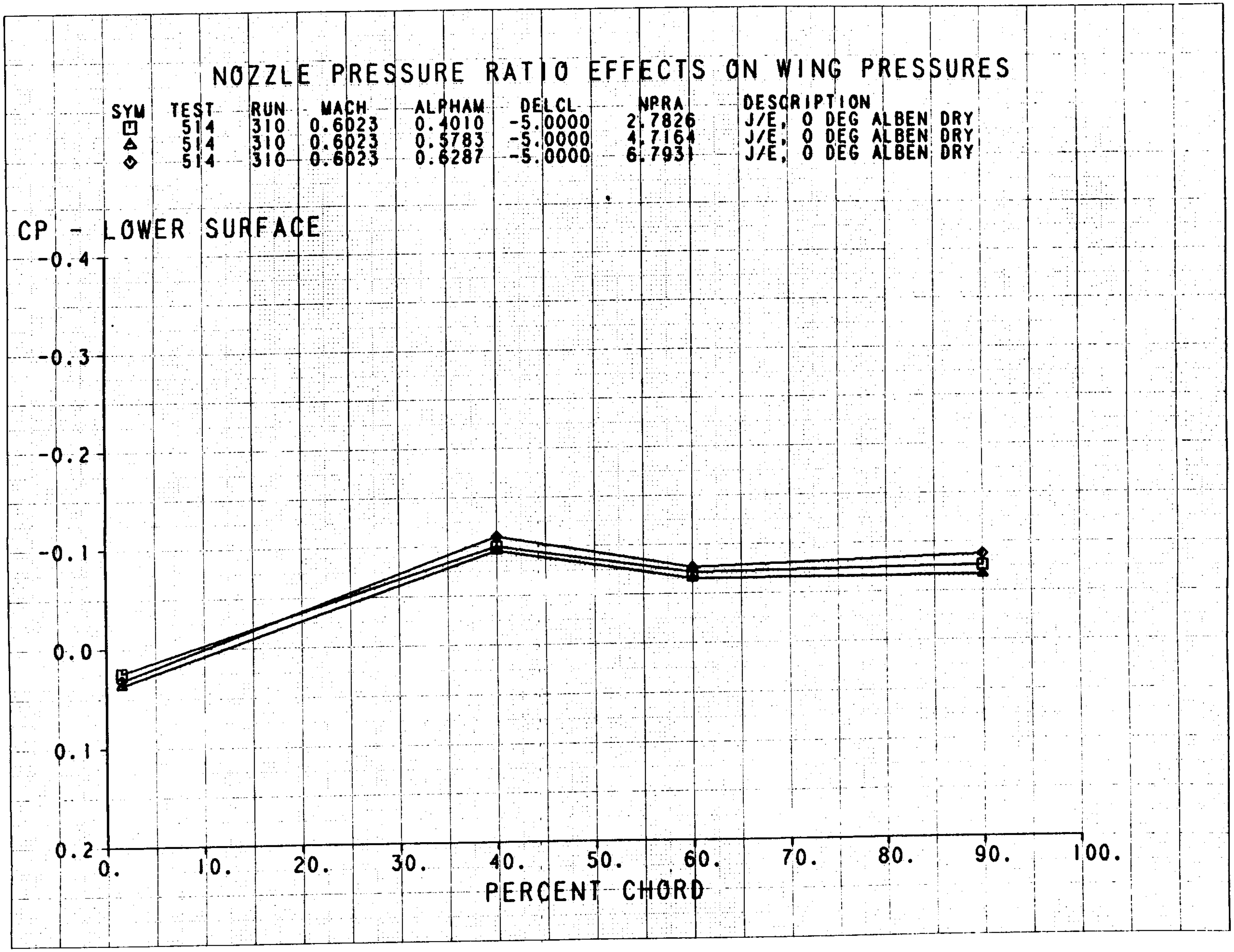
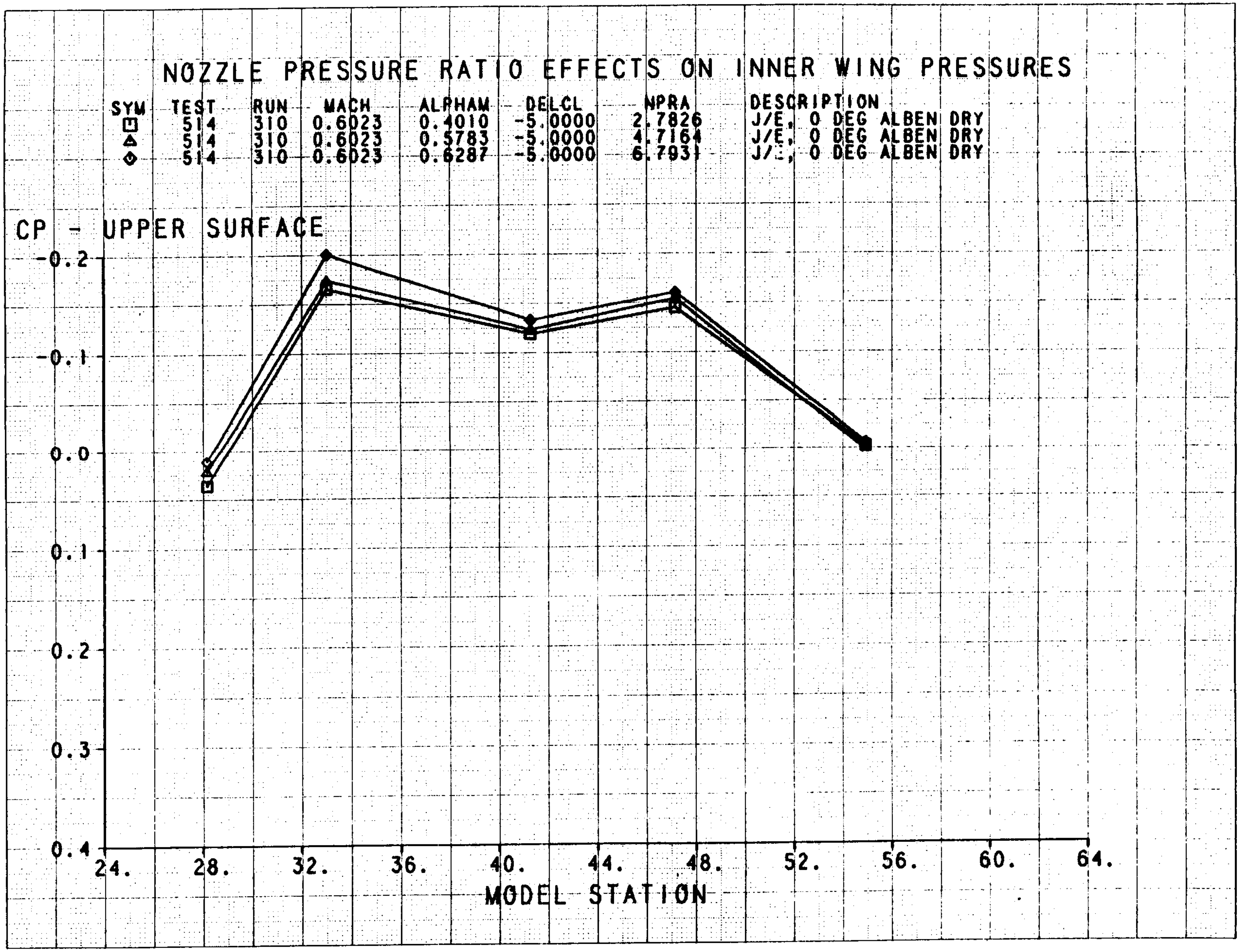


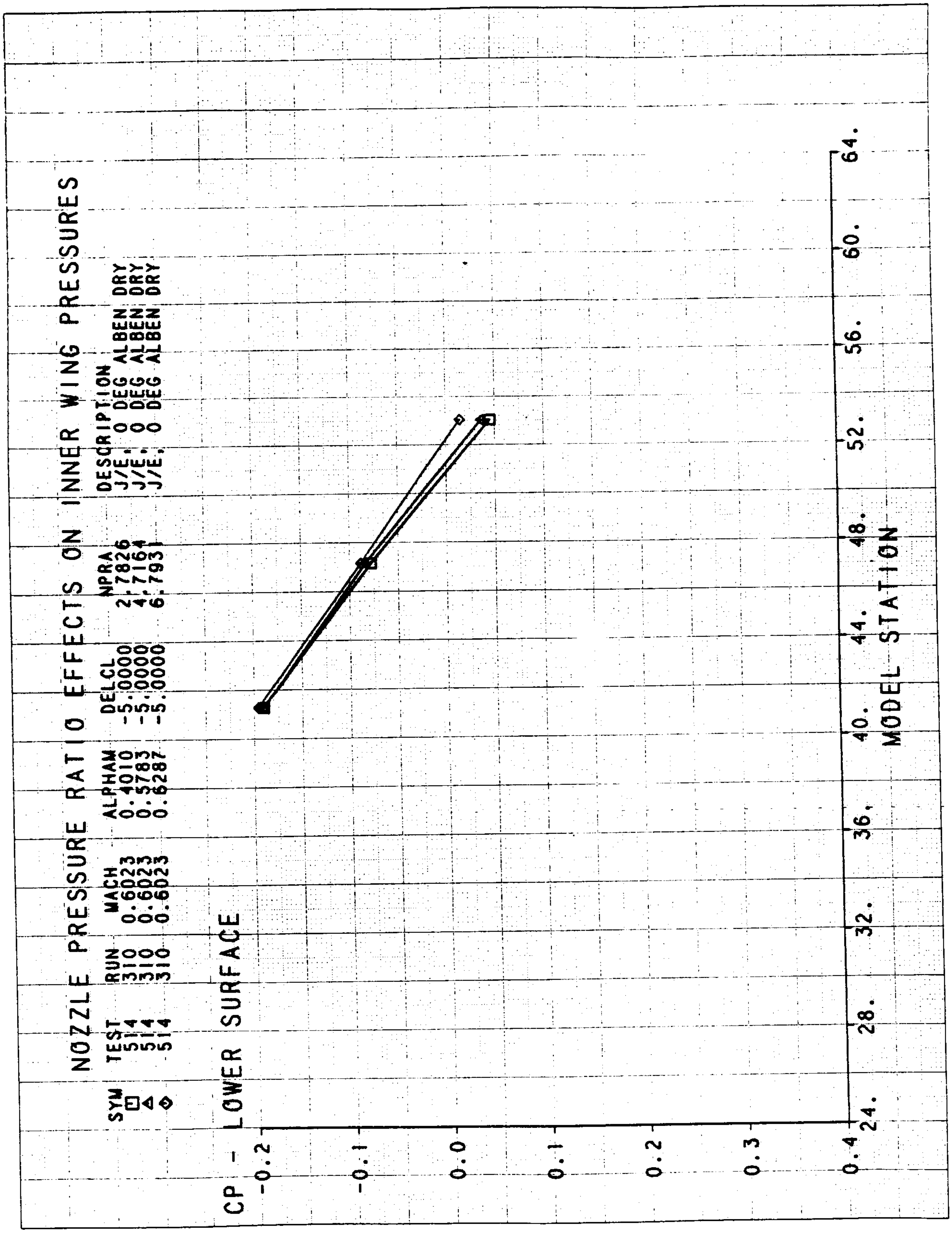
NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 310 0.6023 0.4010 -5.0000 2.7826 J/E, 0 DEG ALBEN DRY
△ 514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
◇ 514 310 0.6023 0.6287 -5.0000 6.7931 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

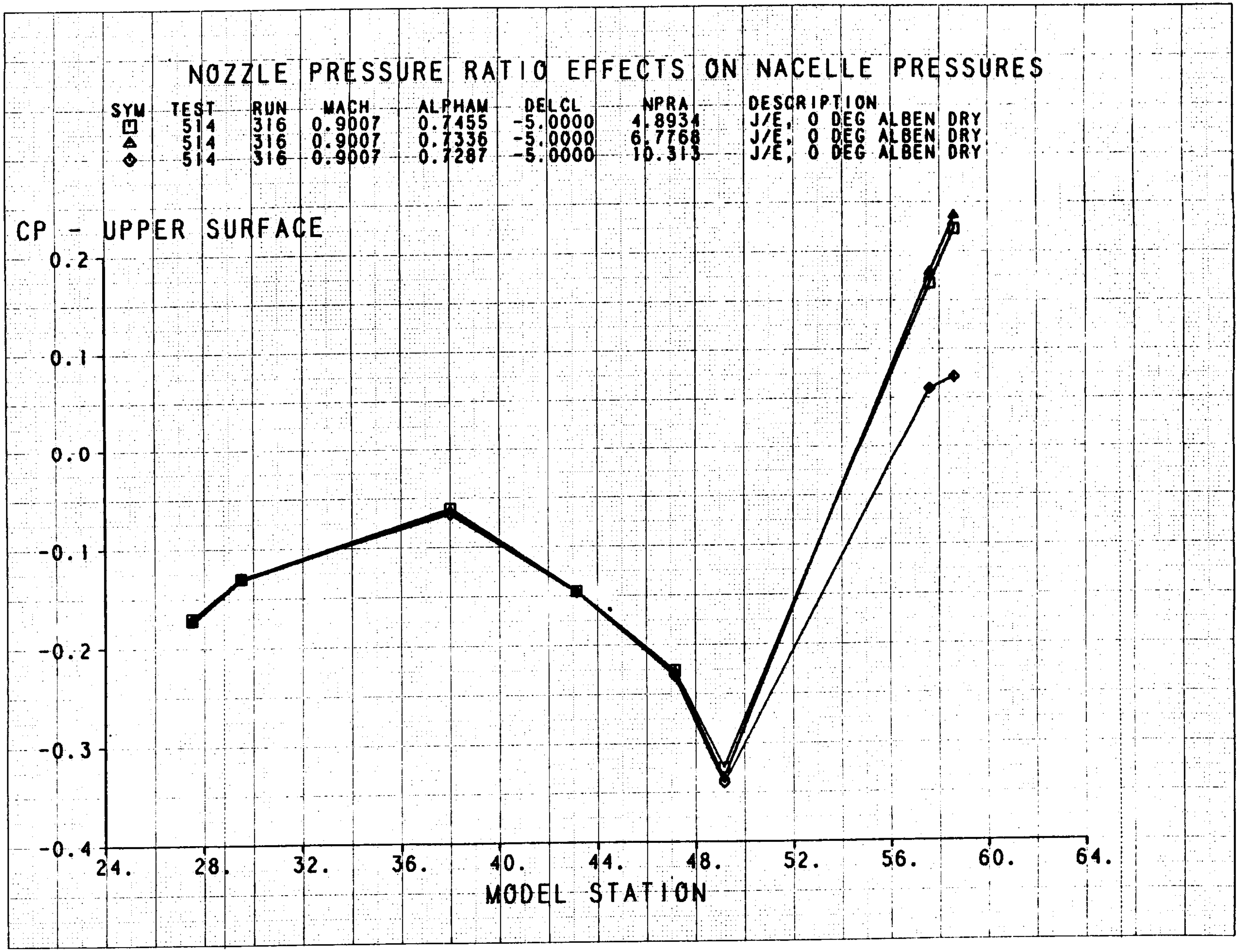


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 310 0.6023 0.4010 -5.0000 2.7826 J/E, 0 DEG ALBEN DRY
△ 514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
◇ 514 310 0.6023 0.6287 -5.0000 6.7931 J/E, 0 DEG ALBEN DRY
UPPER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

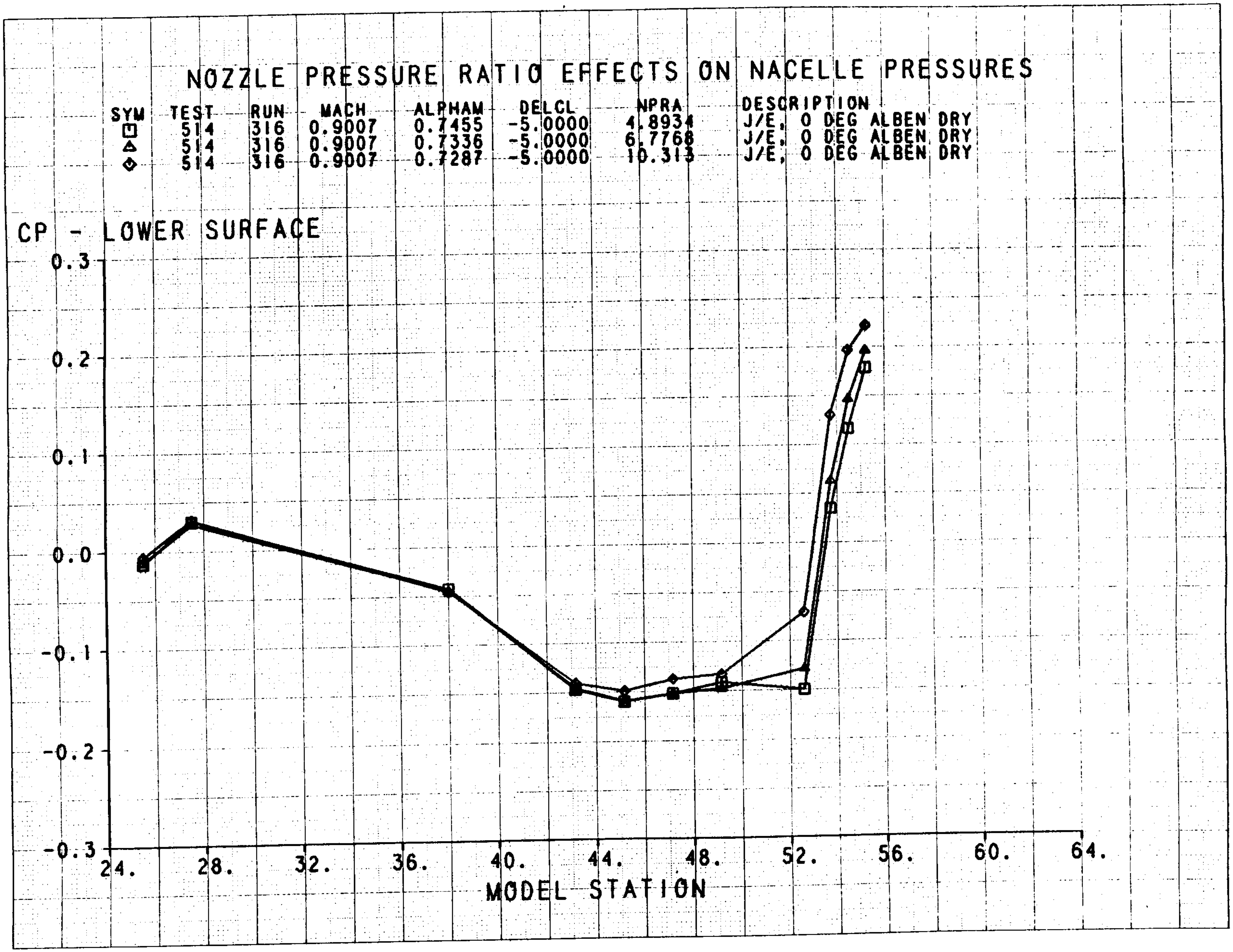

NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 310 0.6023 0.4010 -5.0000 2.7826 J/E, 0 DEG ALBEN DRY
514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
514 310 0.6023 0.6287 -5.0000 6.7931 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

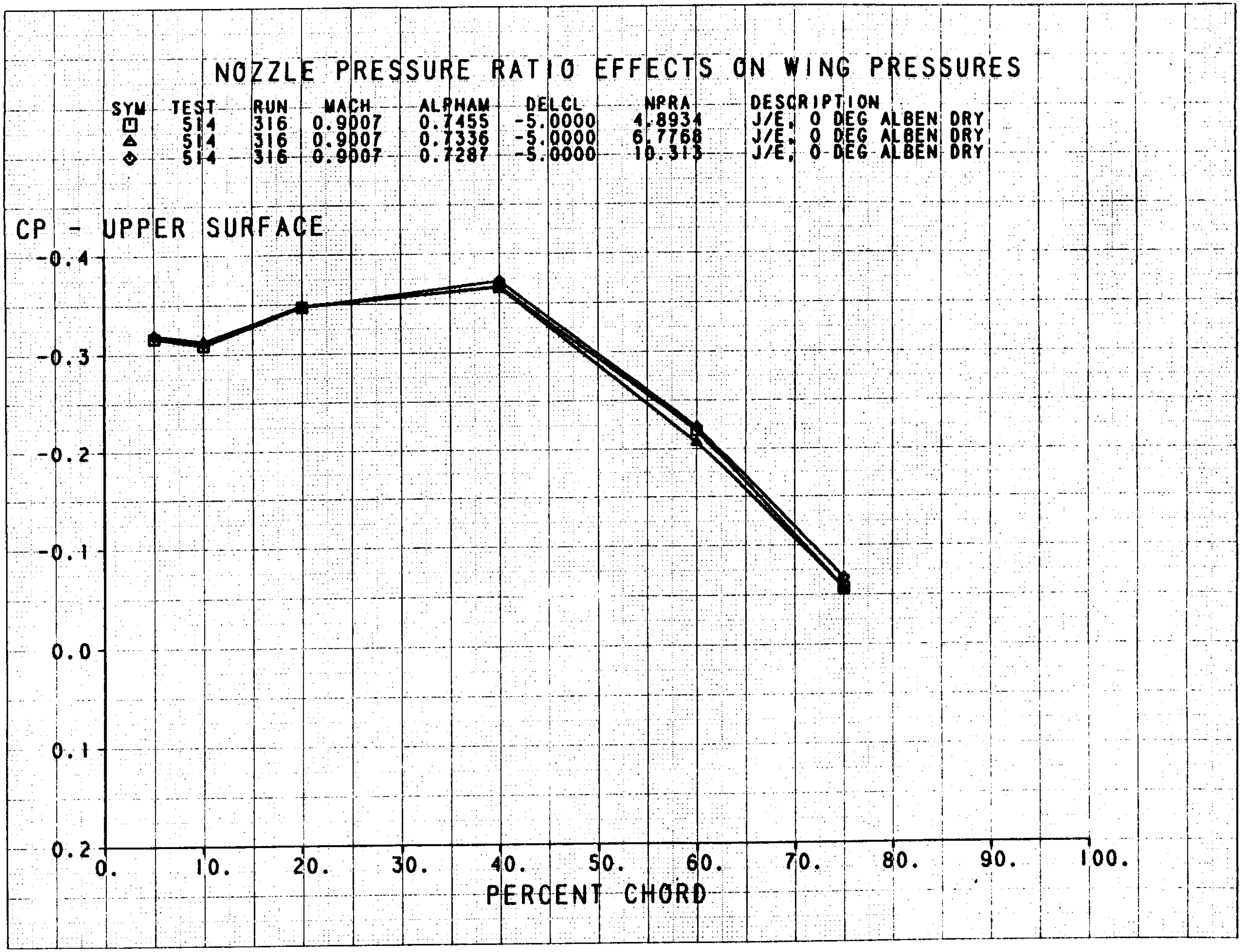

NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 310 0.6023 0.4010 -5.0000 2.7826 J/E, 0 DEG ALBEN DRY
△ 514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
◇ 514 310 0.6023 0.6287 -5.0000 6.7931 0 DEG ALBEN DRY
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

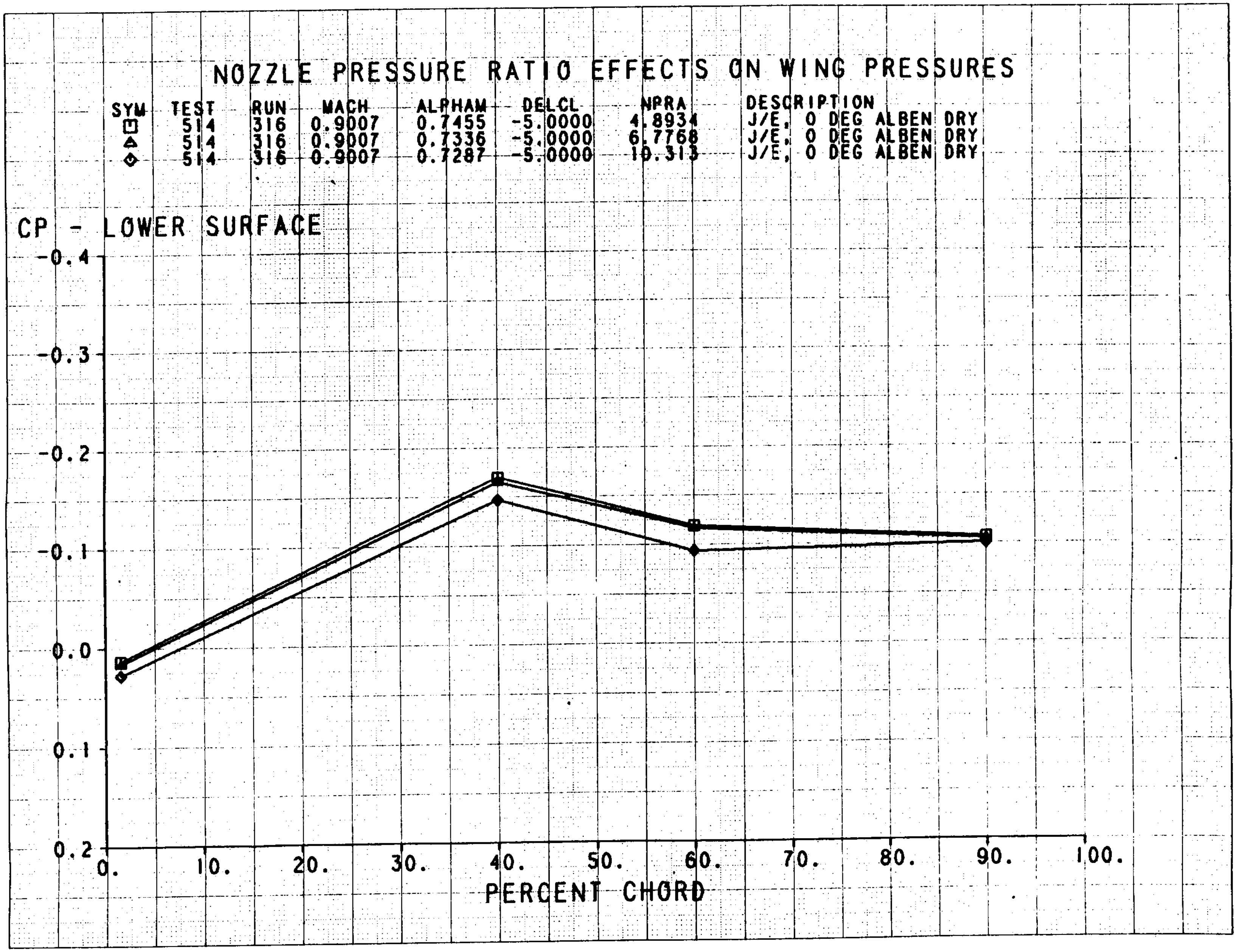

NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 310 0.6023 0.4010 -5.0000 2.7826 J/E, 0 DEG ALBEN DRY
△ 514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
◇ 514 310 0.6023 0.6287 -5.0000 6.7931 J/E, 0 DEG ALBEN DRY
LOWER SURFACE
CP
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

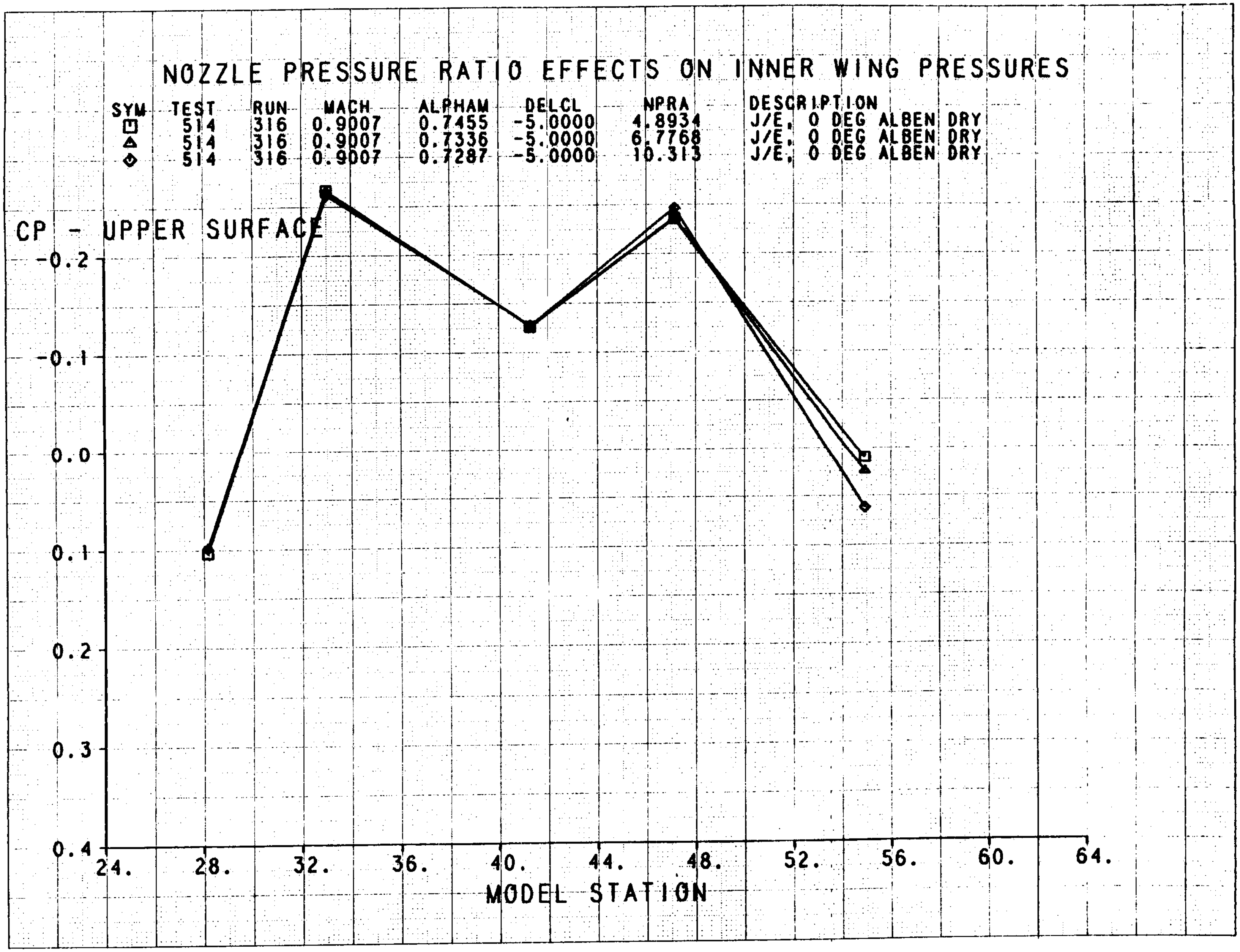


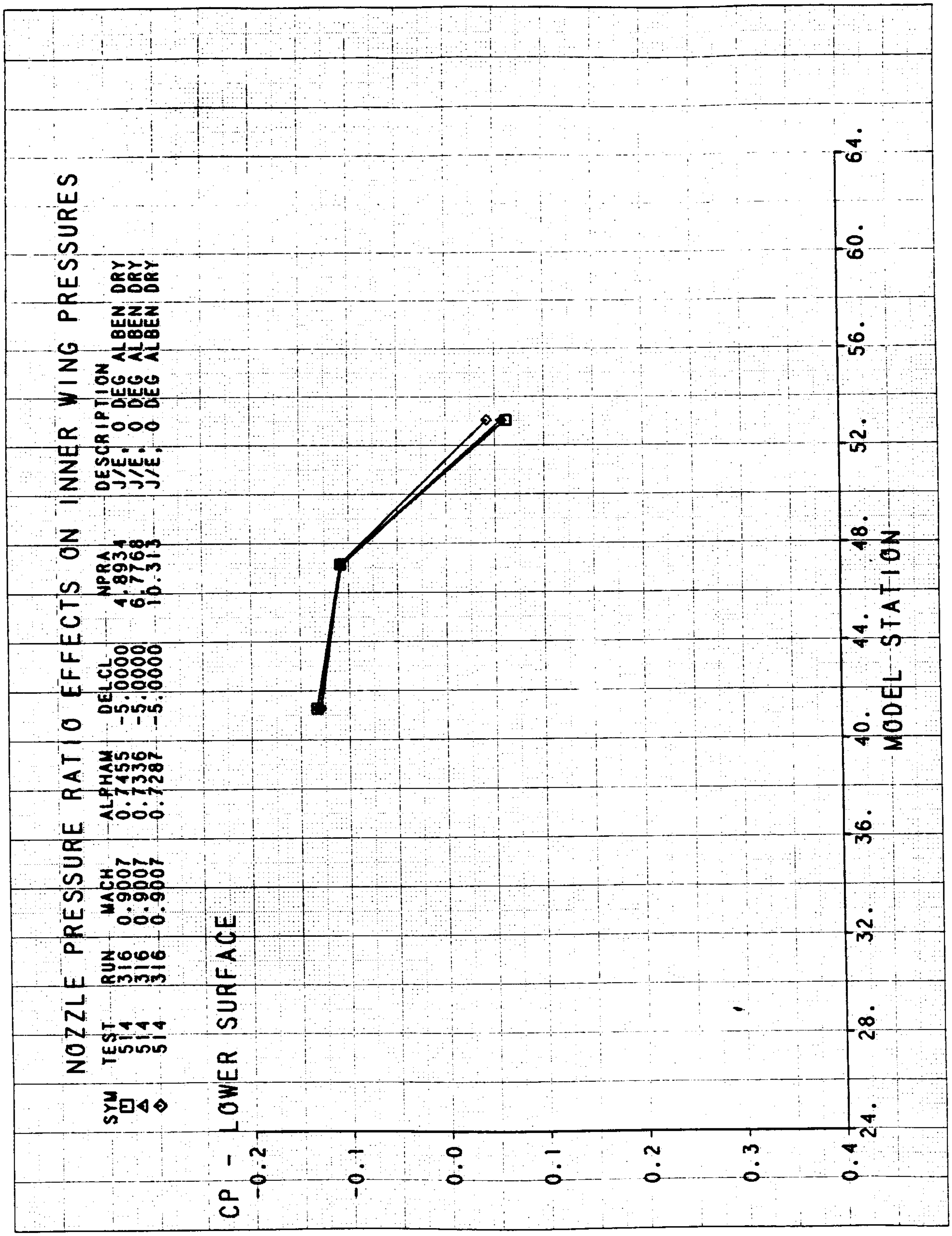
NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 316 0.9007 0.7455 -5.0000 4.8934 J/E, 0 DEG ALBEN DRY
△ 514 316 0.9007 0.7336 -5.0000 6.7768 J/E, 0 DEG ALBEN DRY
◇ 514 316 0.9007 0.7287 -5.0000 10.313 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

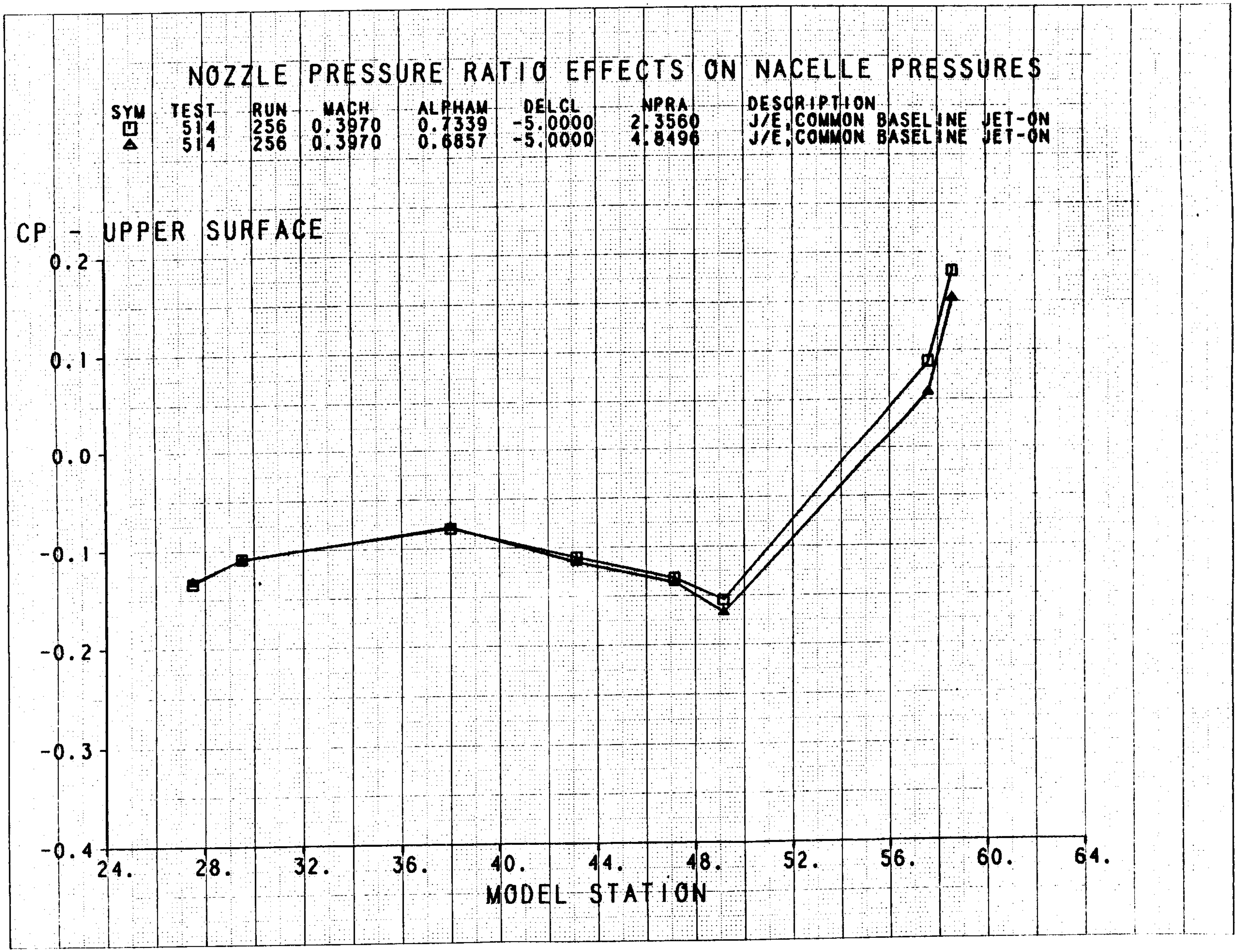

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 316 0.9007 0.7455 -5.0000 4.8934 J/E, 0 DEG ALBEN DRY
△ 514 316 0.9007 0.7336 -5.0000 6.7768 J/E, 0 DEG ALBEN DRY
◇ 514 316 0.9007 0.7287 -5.0000 10.313 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

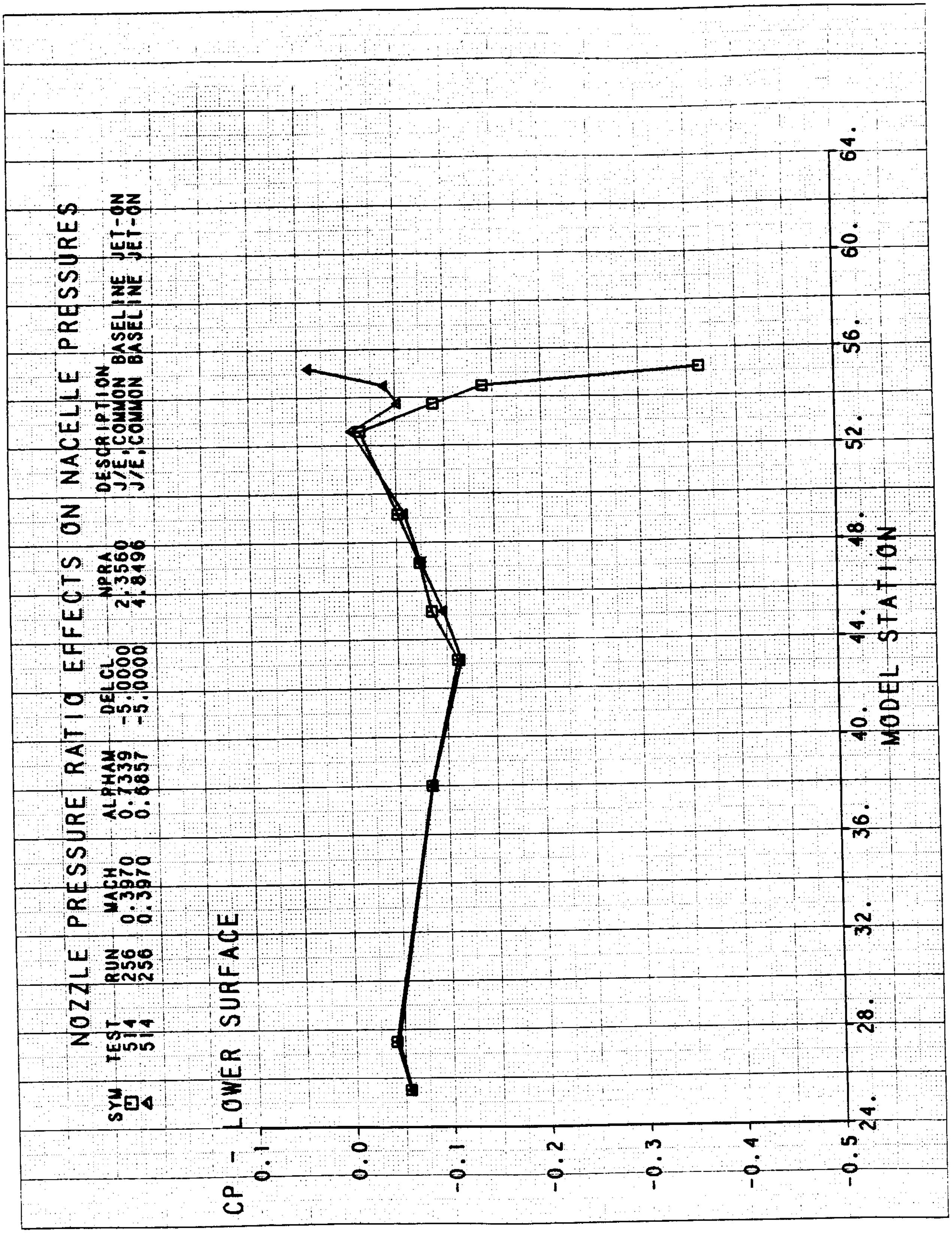

NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 316 0.9007 0.7455 -5.0000 4.8934 J/E, 0 DEG ALBEN DRY
△ 514 316 0.9007 0.7336 -5.0000 6.7768 J/E, 0 DEG ALBEN DRY
◇ 514 316 0.9007 0.7287 -5.0000 10.313 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

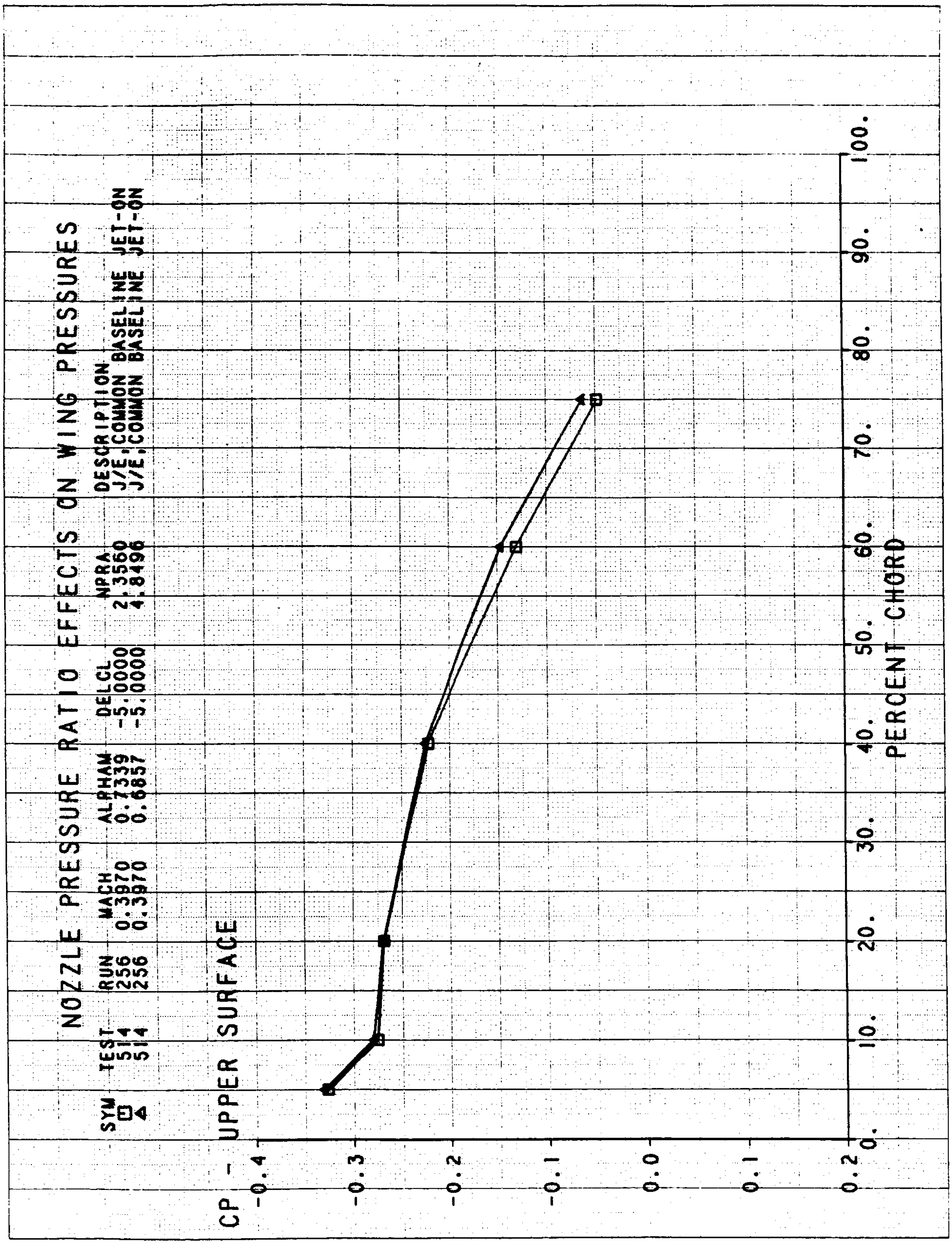

NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 316 0.9007 0.7455 -5.0000 4.8934 J/E, 0 DEG ALBEN DRY
△ 514 316 0.9007 0.7336 -5.0000 6.7768 J/E, 0 DEG ALBEN DRY
◇ 514 316 0.9007 0.7287 -5.0000 10.313 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

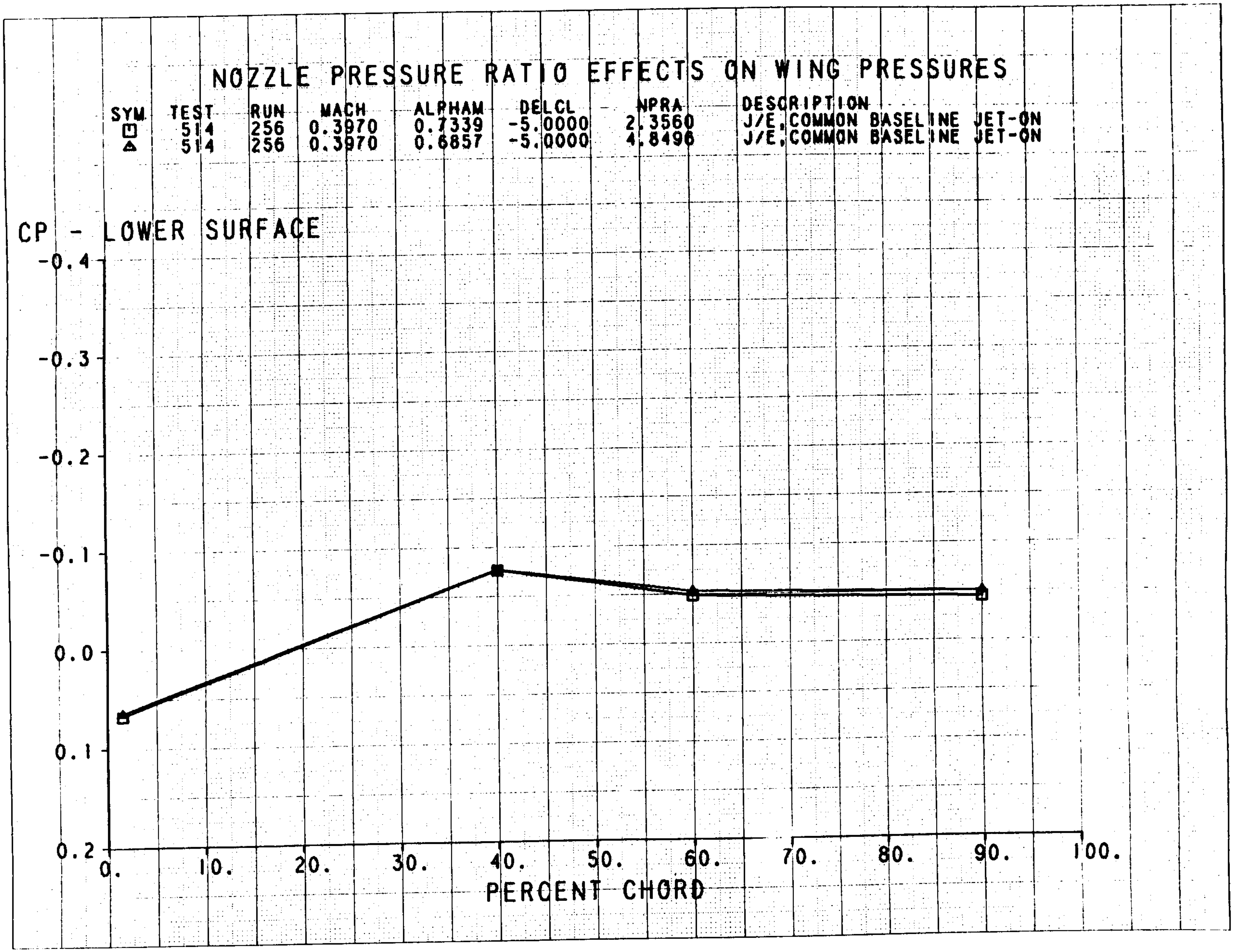

NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 316 0.9007 0.7455 -5.0000 4.8934 J/E, 0 DEG ALBEN DRY
△ 514 316 0.9007 0.7336 -5.0000 6.7768 J/E, 0 DEG ALBEN DRY
◇ 514 316 0.9007 0.7287 -5.0000 10.313 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 316 0.9007 0.7455 -5.0000 4.8934 J/E, 0 DEG ALBEN DRY
△ 514 316 0.9007 0.7336 -5.0000 6.7768 J/E, 0 DEG ALBEN DRY
◇ 514 316 0.9007 0.7287 -5.0000 10.313 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.7339 -5.0000 2.3560 J/E,COMMON BASELINE JET-ON
△ 514 256 0.3970 0.6857 -5.0000 4.8496 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

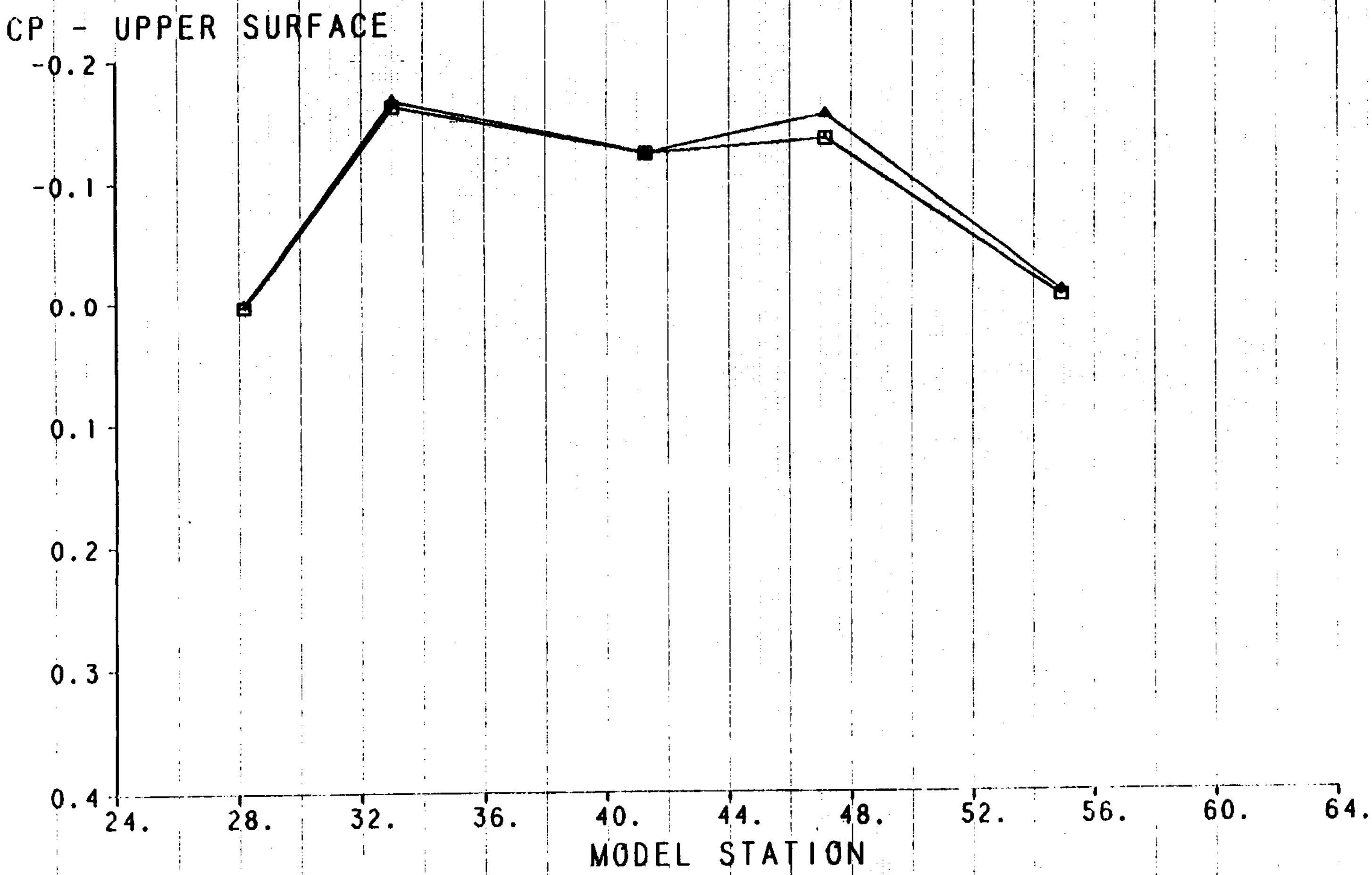

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.7339 -5.0000 2.3560 J/E,COMMON BASELINE JET-ON
△ 514 256 0.3970 0.6857 -5.0000 4.8496 J/E,COMMON BASELINE JET-ON
LOWER SURFACE
CP
0.1
0.0
-0.1
-0.2
-0.3
-0.4
-0.5
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.7339 -5.0000 2.3560 J/E,COMMON BASELINE JET-ON
△ 514 256 0.3970 0.6857 -5.0000 4.8496 J/E,COMMON BASELINE JET-ON
UPPER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.7339 -5.0000 2.3560 J/E,COMMON BASELINE JET-ON
△ 514 256 0.3970 0.6857 -5.0000 4.8496 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

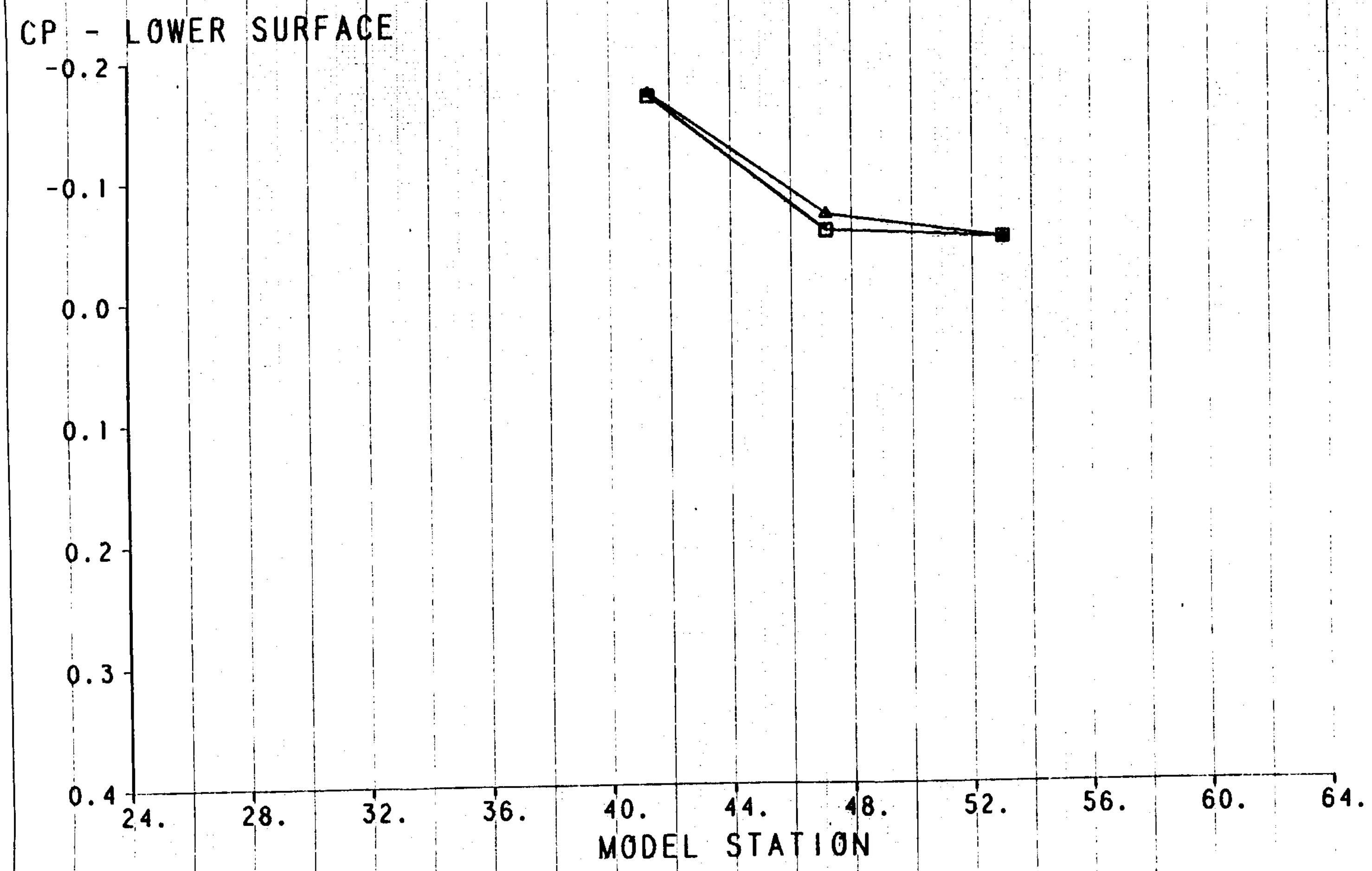
NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES

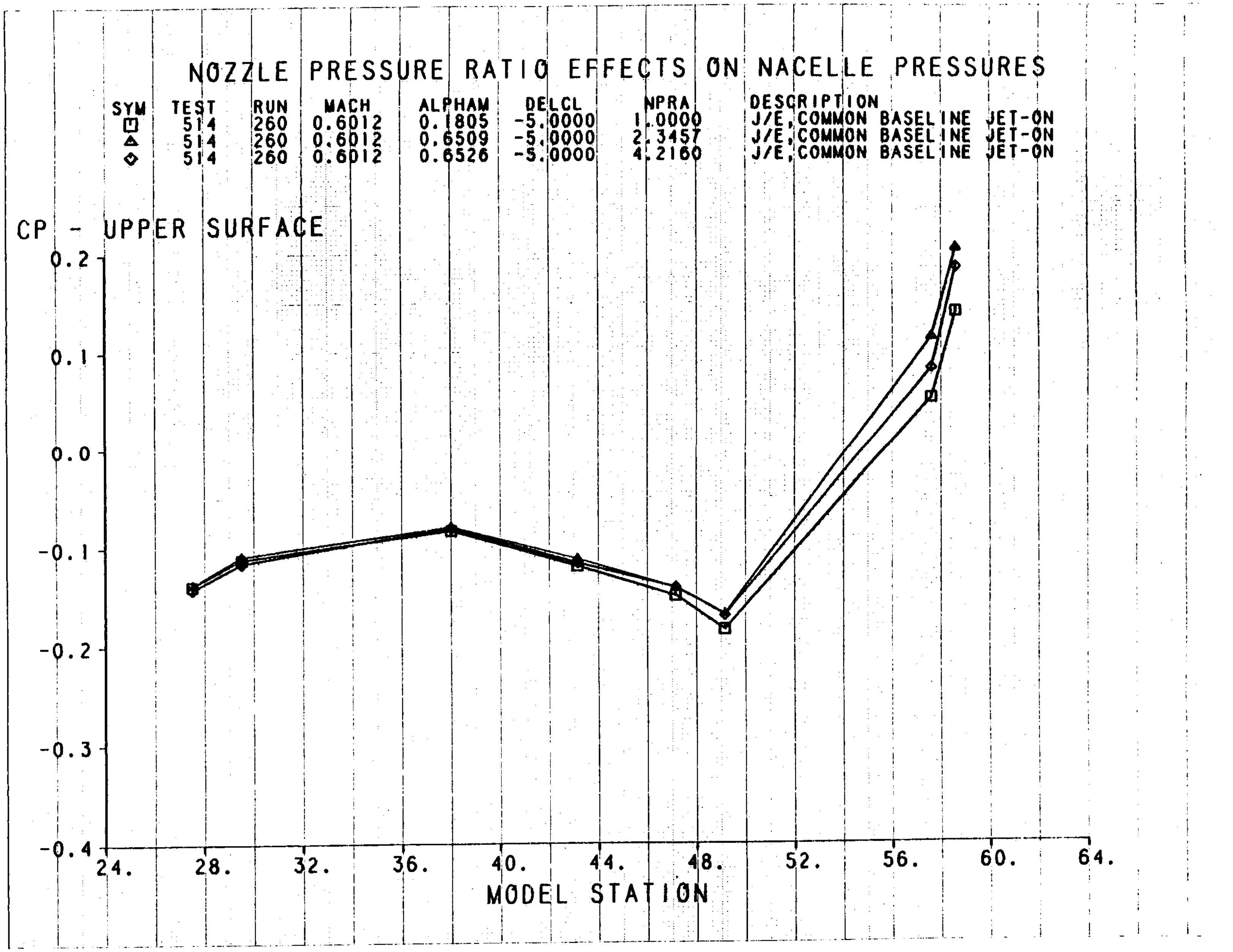
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	256	0.3970	0.7339	-5.0000	2.3560	J/E,COMMON BASELINE JET-ON
△	514	256	0.3970	0.6857	-5.0000	4.8496	J/E,COMMON BASELINE JET-ON



NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES

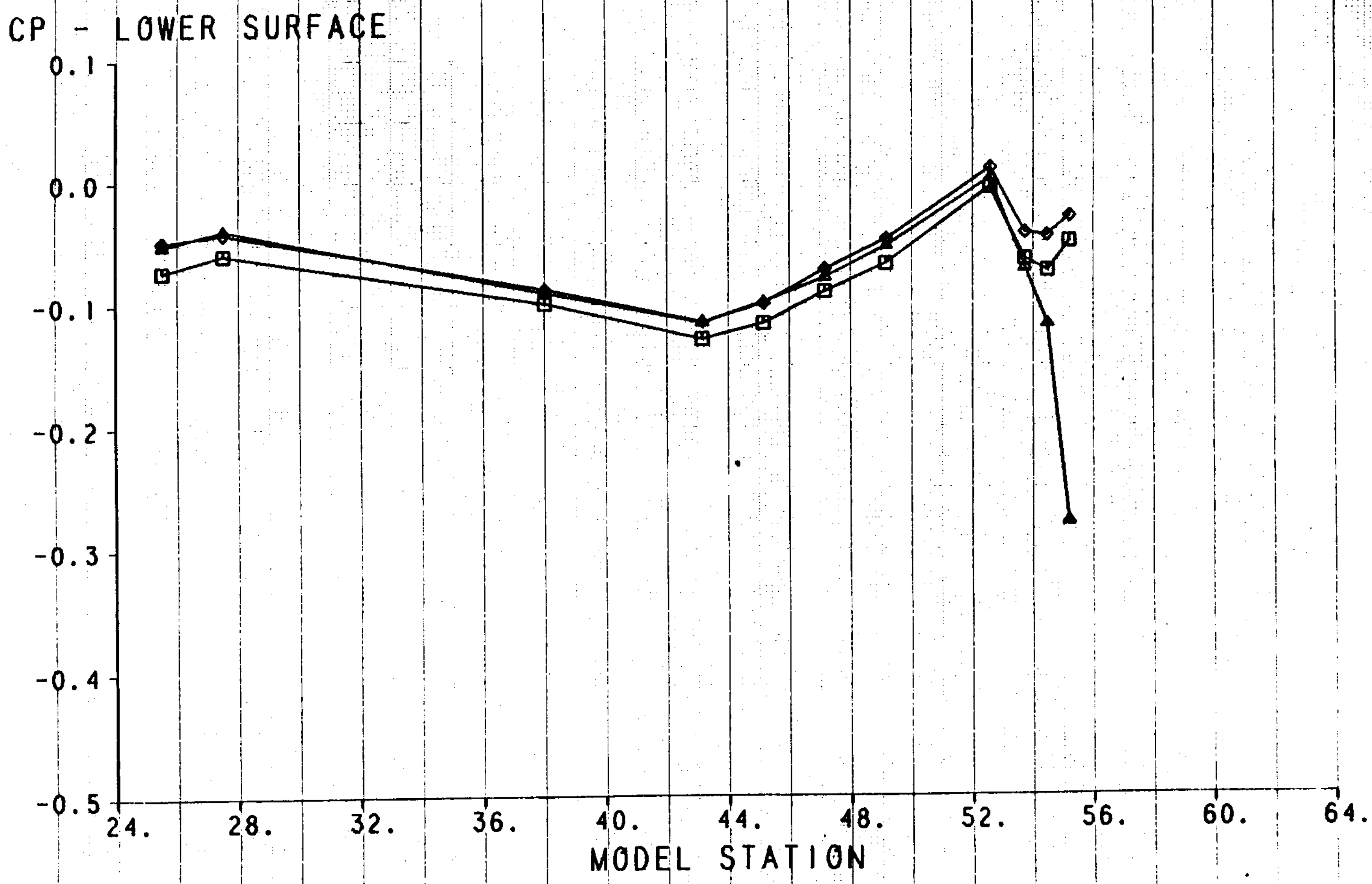
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	256	0.3970	0.7339	-5.0000	2.3560	J/E,COMMON BASELINE JET-ON
△	514	256	0.3970	0.6857	-5.0000	4.8496	J/E,COMMON BASELINE JET-ON

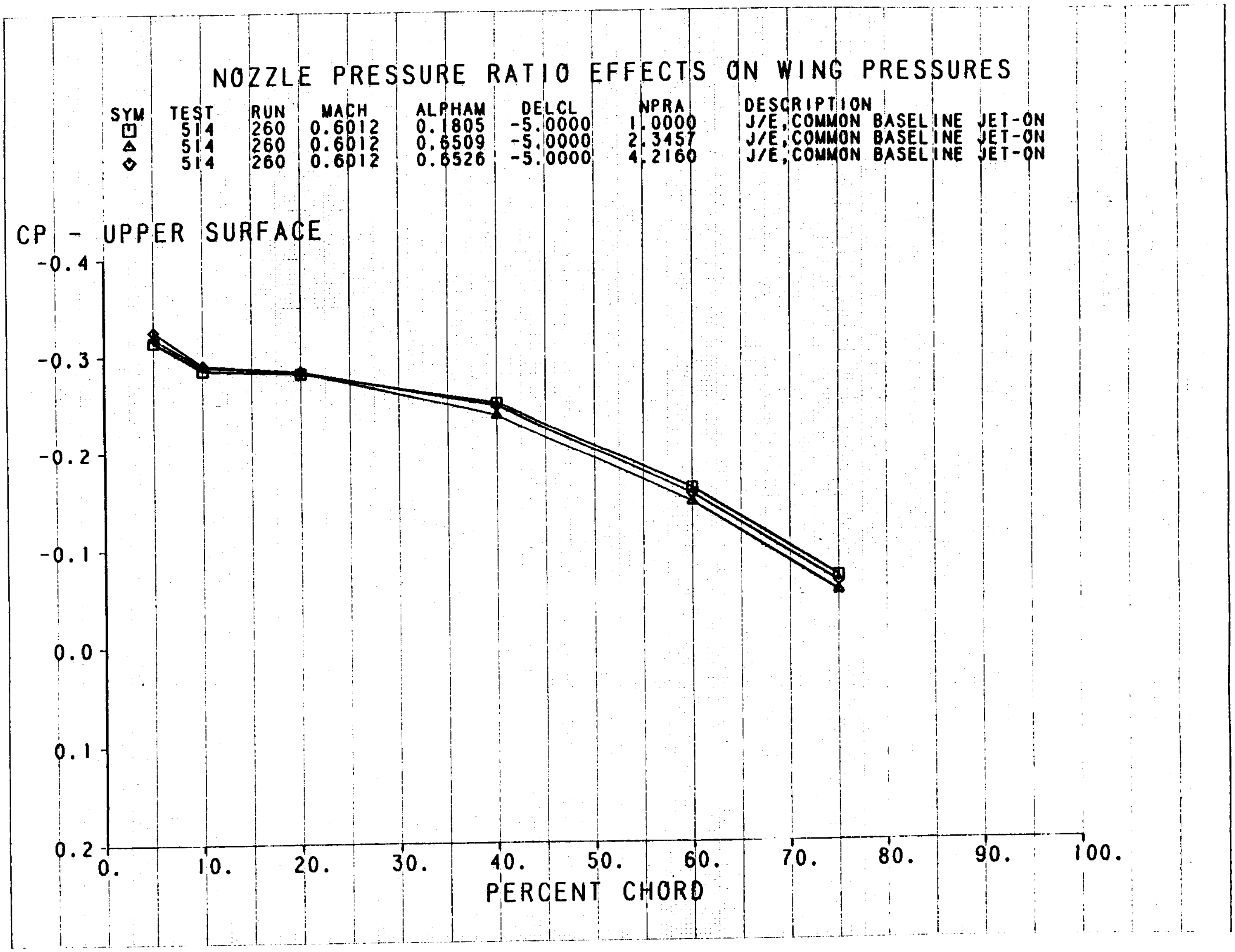


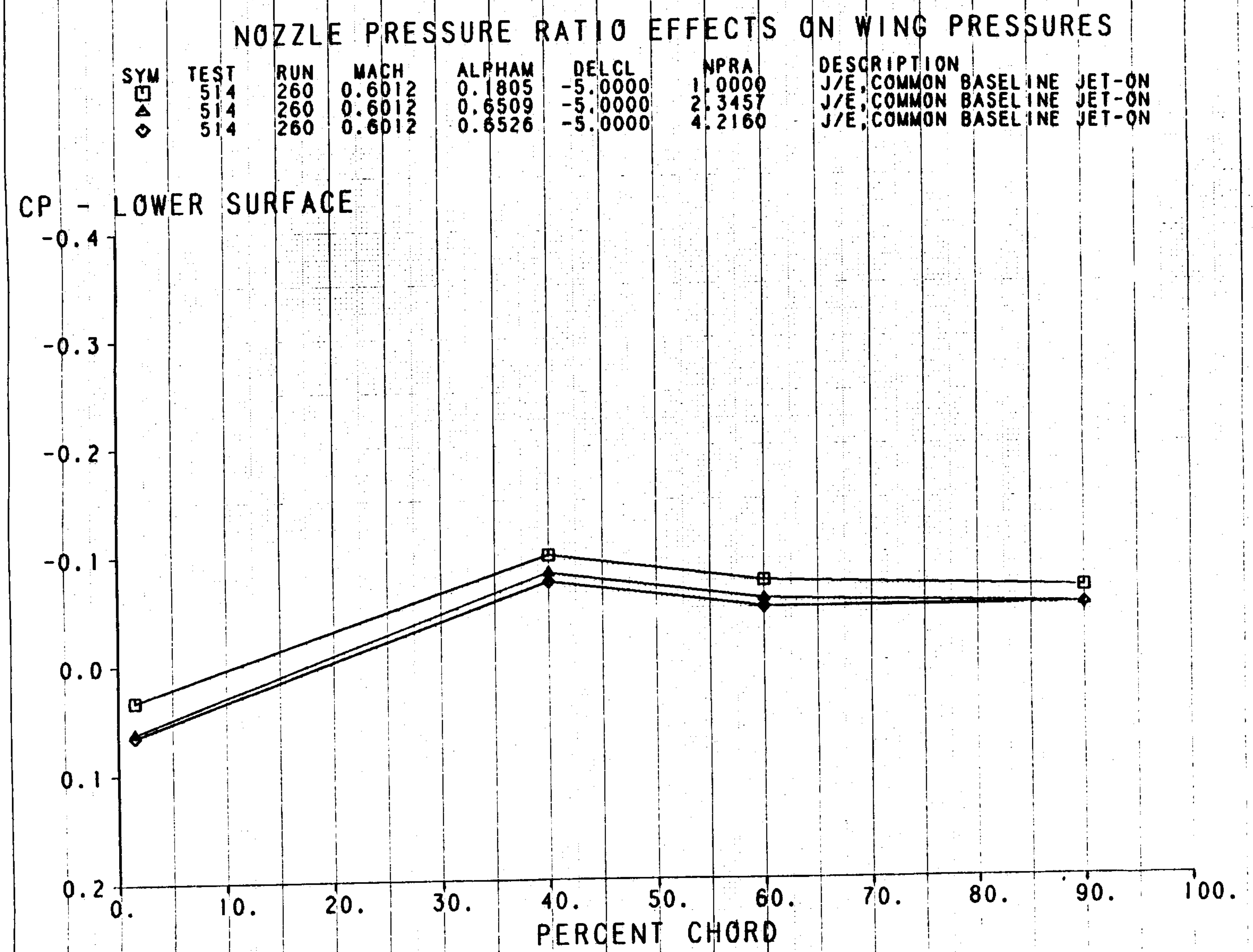

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 260 0.6012 0.6509 -5.0000 2.3457 J/E,COMMON BASELINE JET-ON
◇ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

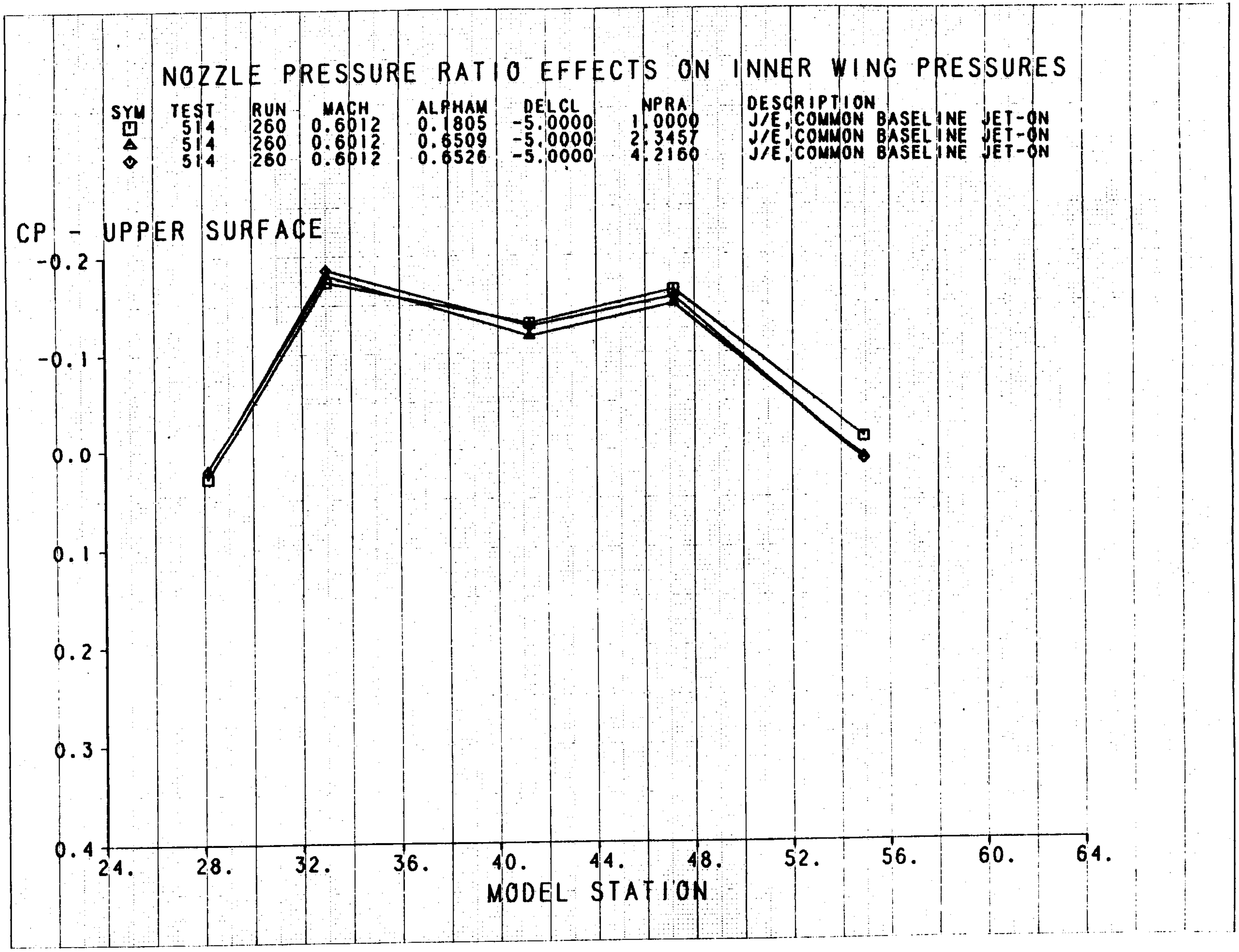
NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES

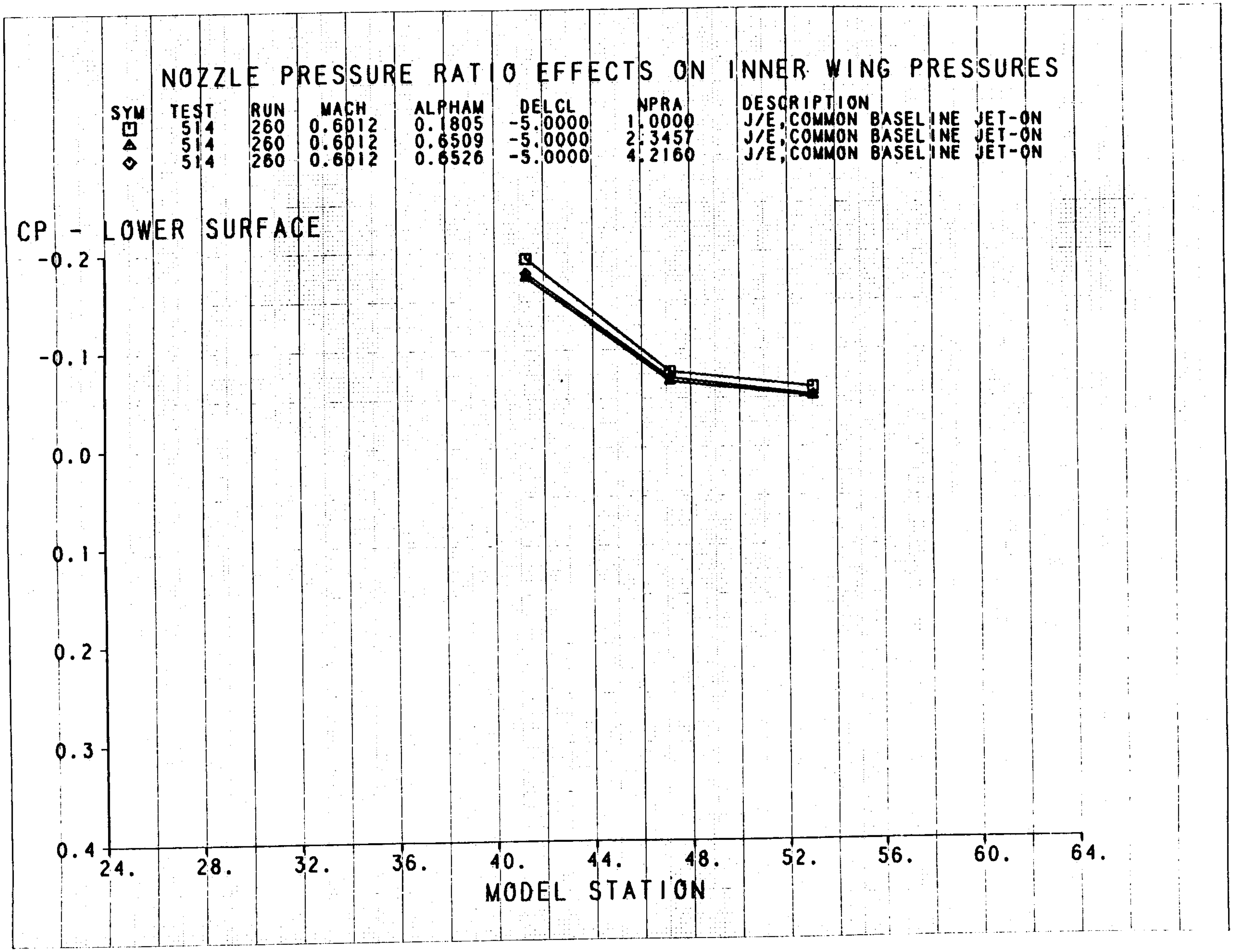
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	260	0.6012	0.1805	-5.0000	1.0000	J/E,COMMON BASELINE JET-ON
△	514	260	0.6012	0.6509	-5.0000	2.3457	J/E,COMMON BASELINE JET-ON
◇	514	260	0.6012	0.6526	-5.0000	4.2160	J/E,COMMON BASELINE JET-ON




NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 260 0.6012 0.6509 -5.0000 2.3457 J/E,COMMON BASELINE JET-ON
◇ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 260 0.6012 0.6509 -5.0000 2.3457 J/E,COMMON BASELINE JET-ON
◇ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 260 0.6012 0.6509 -5.0000 2.3457 J/E,COMMON BASELINE JET-ON
◇ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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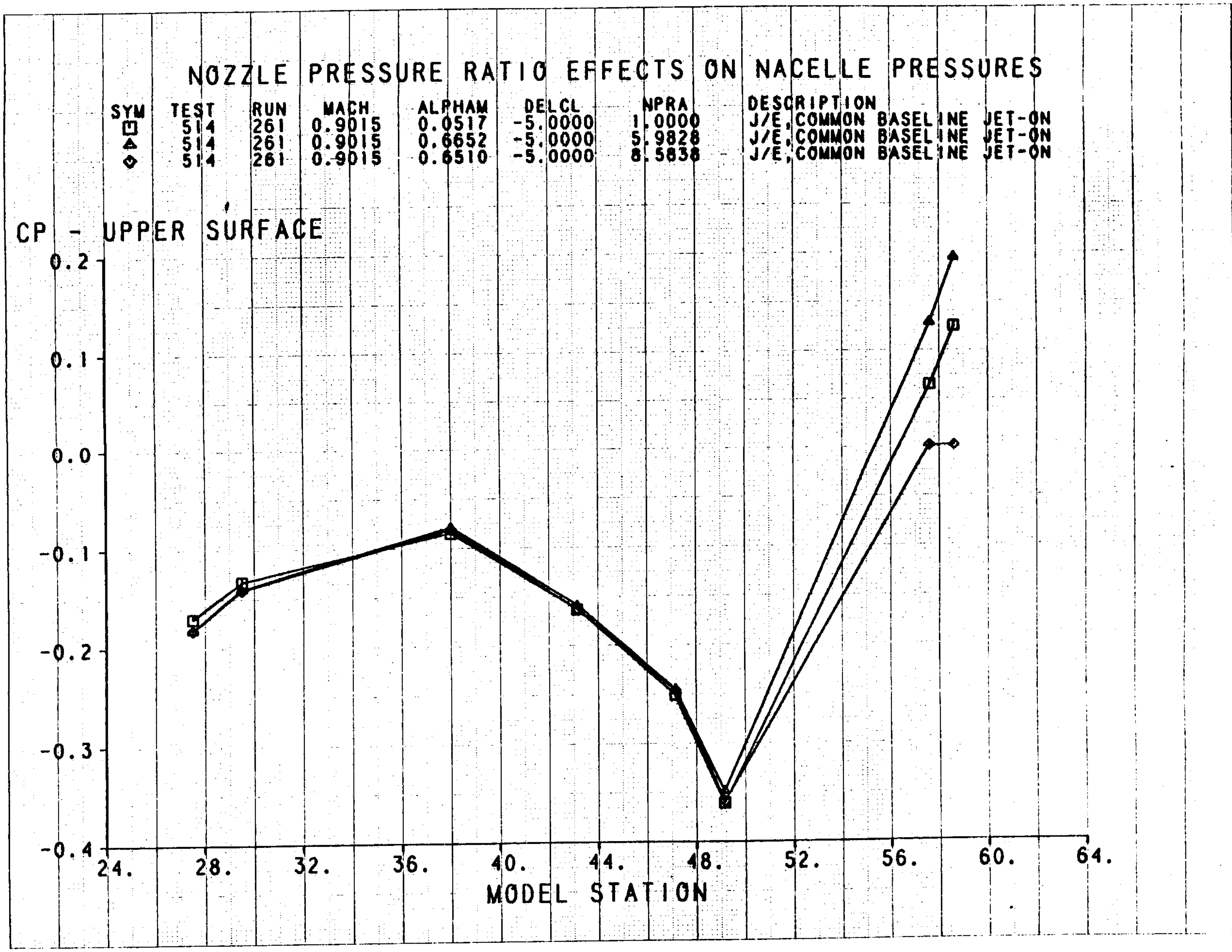
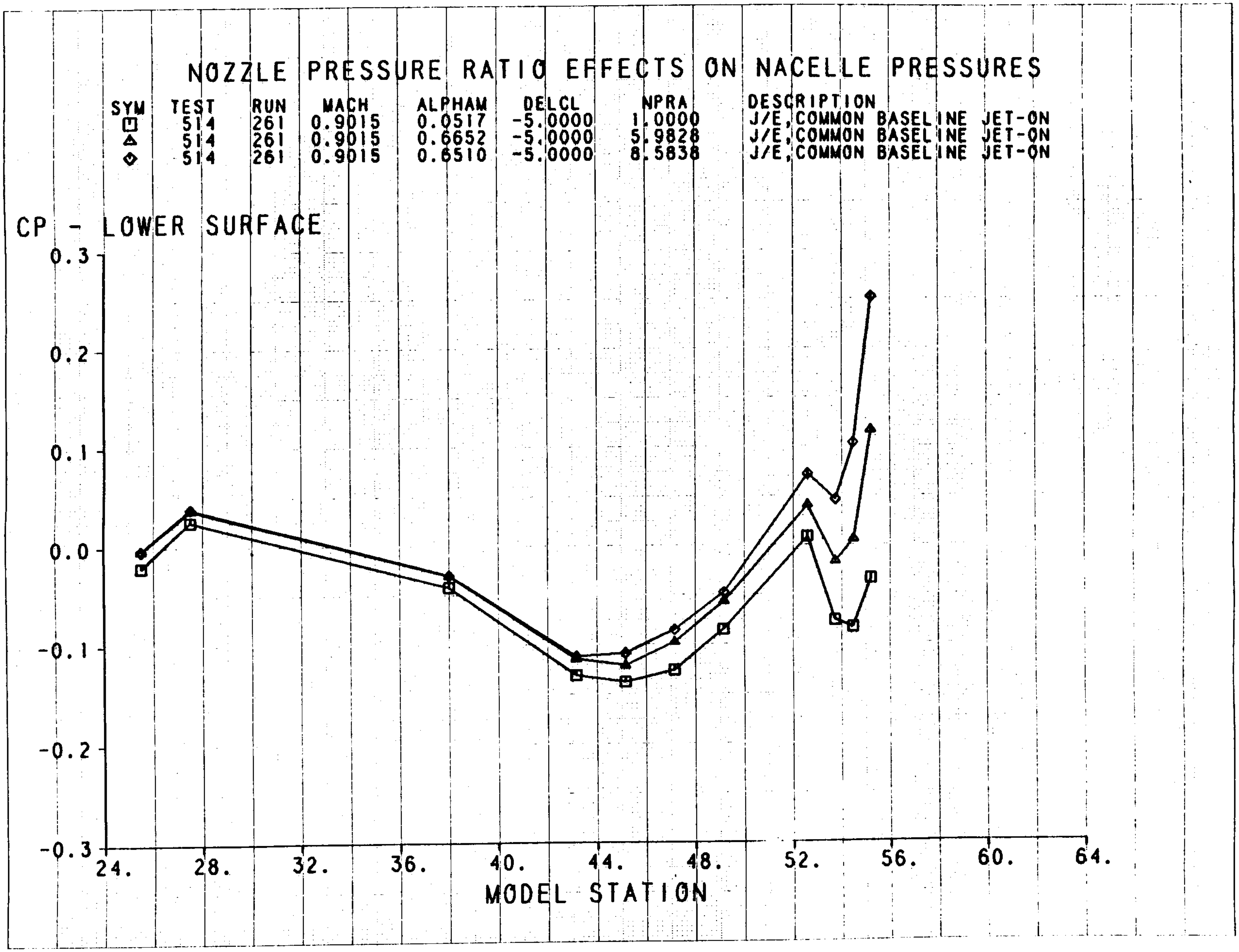
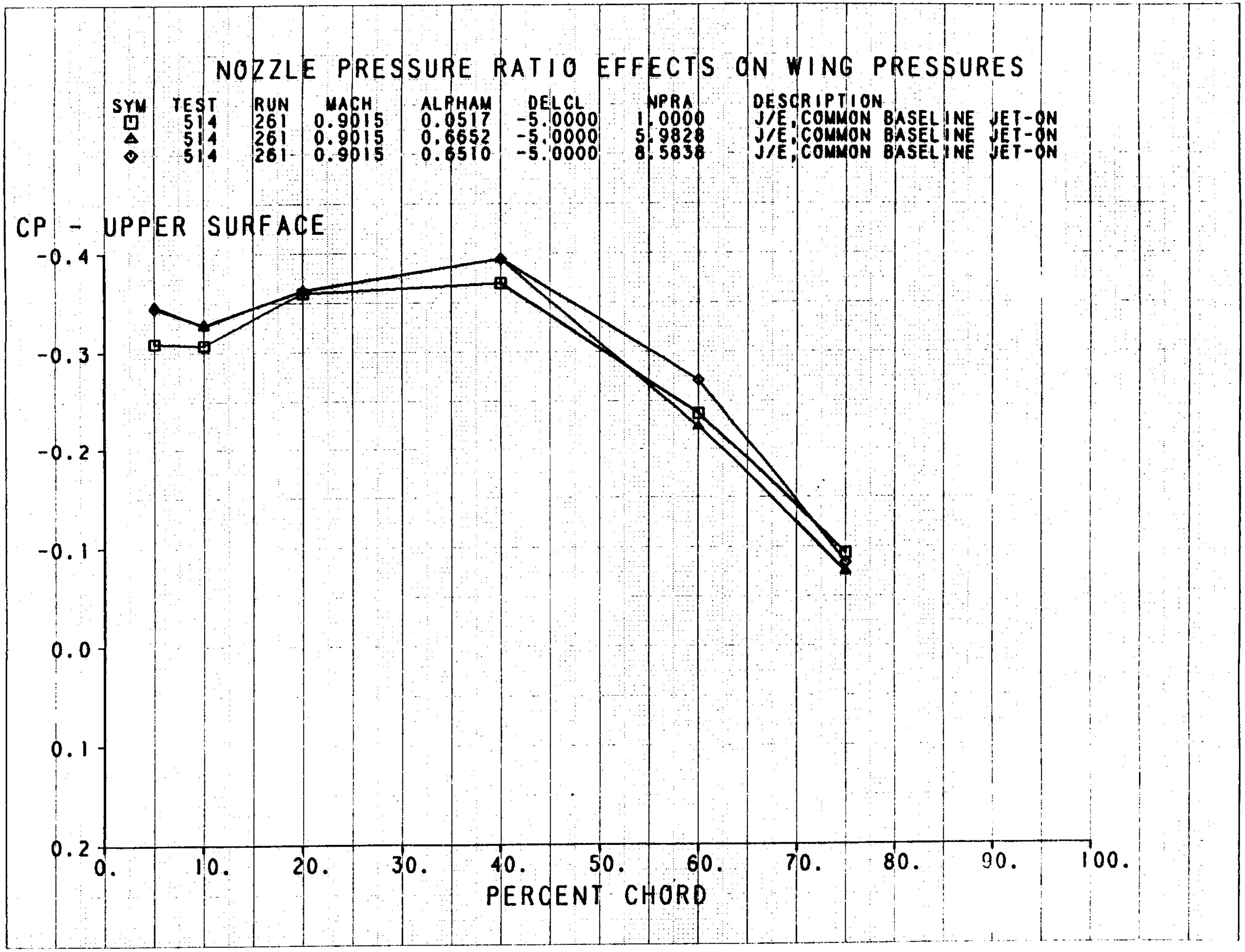
△ 514 260 0.6012 0.6509 -5.0000 2.3457 J/E,COMMON BASELINE JET-ON
◇ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

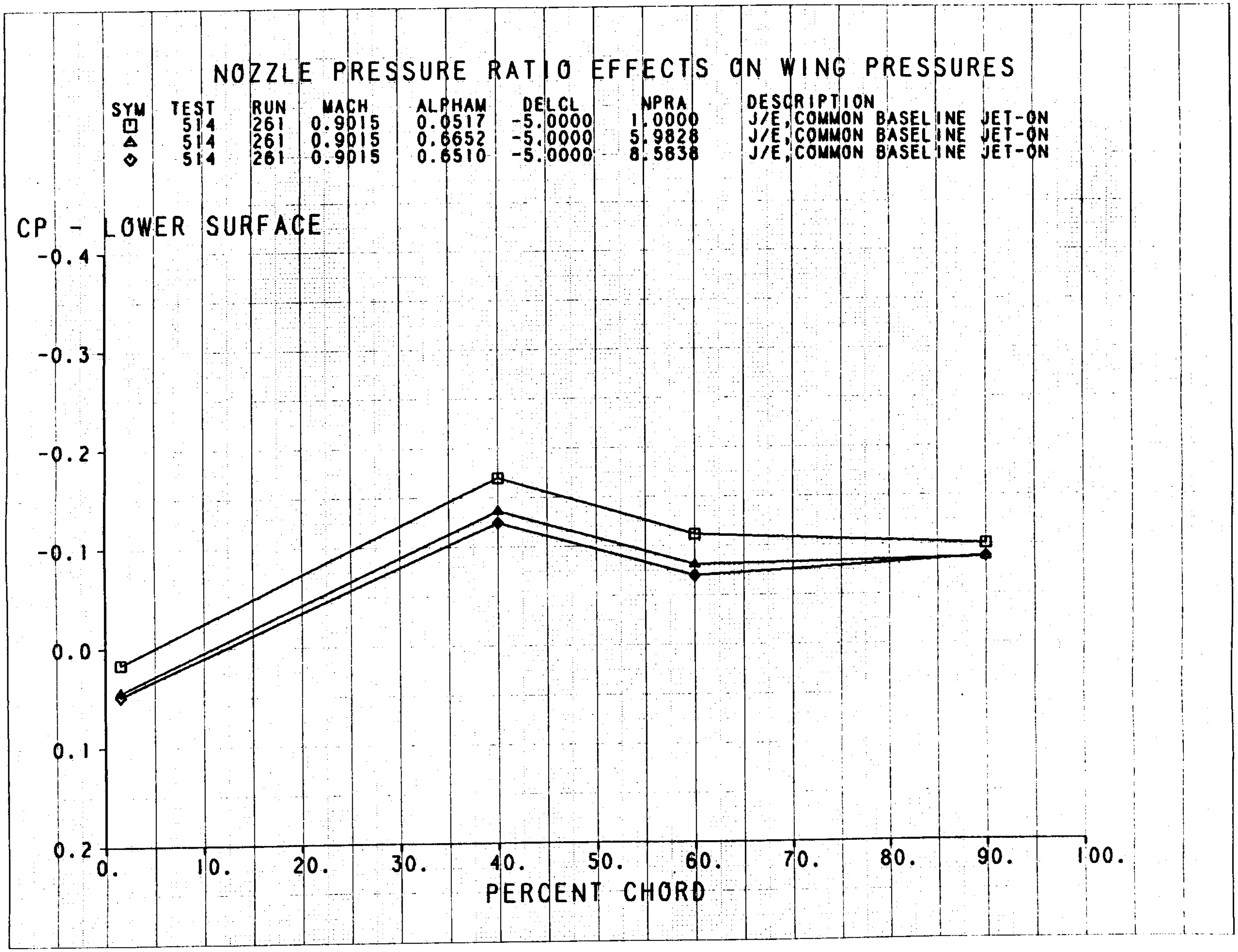

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 261 0.9015 0.6652 -5.0000 5.9828 J/E,COMMON BASELINE JET-ON
◇ 514 261 0.9015 0.6510 -5.0000 8.5838 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

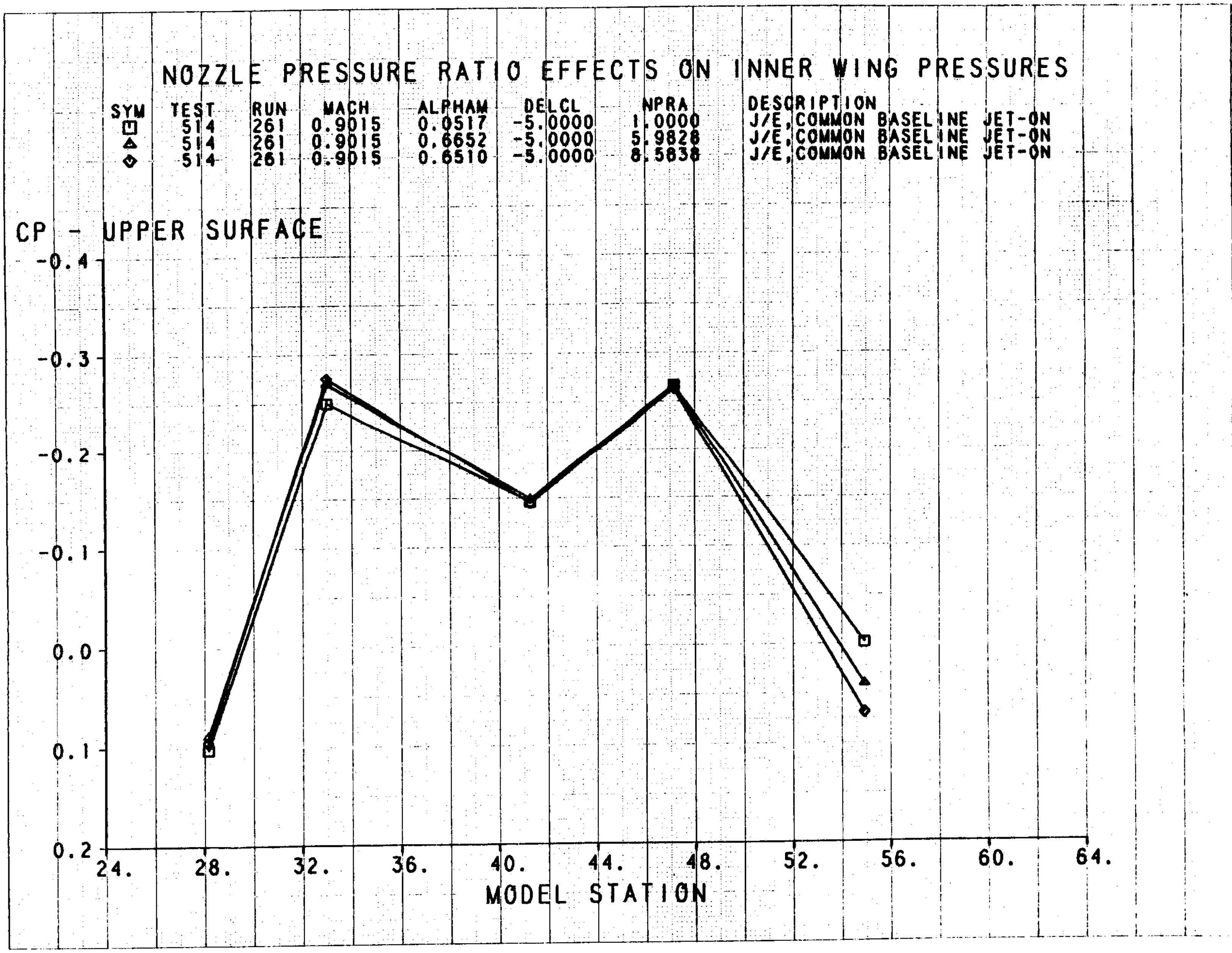

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 261 0.9015 0.6652 -5.0000 5.9828 J/E,COMMON BASELINE JET-ON
◇ 514 261 0.9015 0.6510 -5.0000 8.5838 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

C-3



NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 261 0.9015 0.6652 -5.0000 5.9828 J/E,COMMON BASELINE JET-ON
◇ 514 261 0.9015 0.6510 -5.0000 8.5838 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 261 0.9015 0.6652 -5.0000 5.9828 J/E,COMMON BASELINE JET-ON
◇ 514 261 0.9015 0.6510 -5.0000 8.5838 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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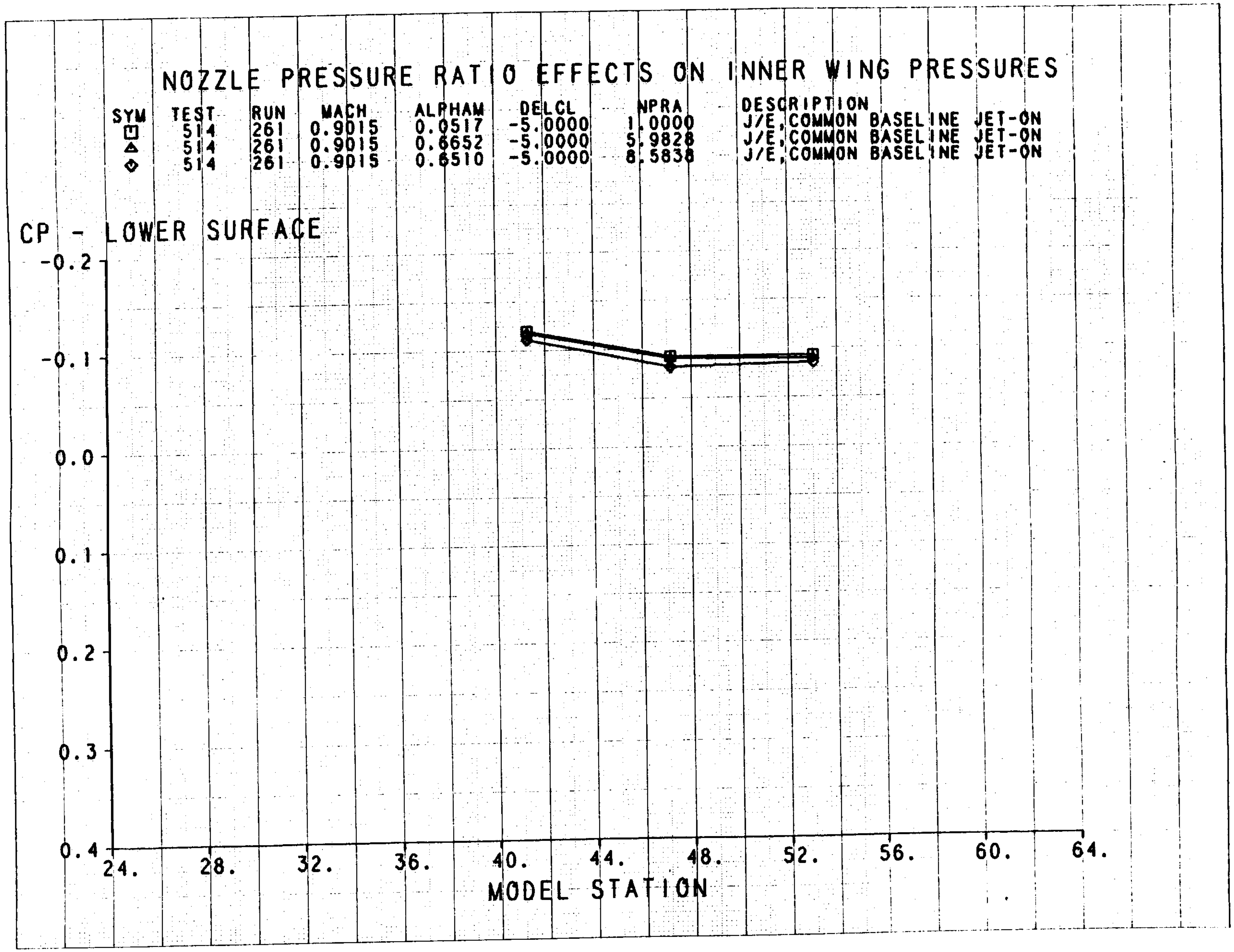
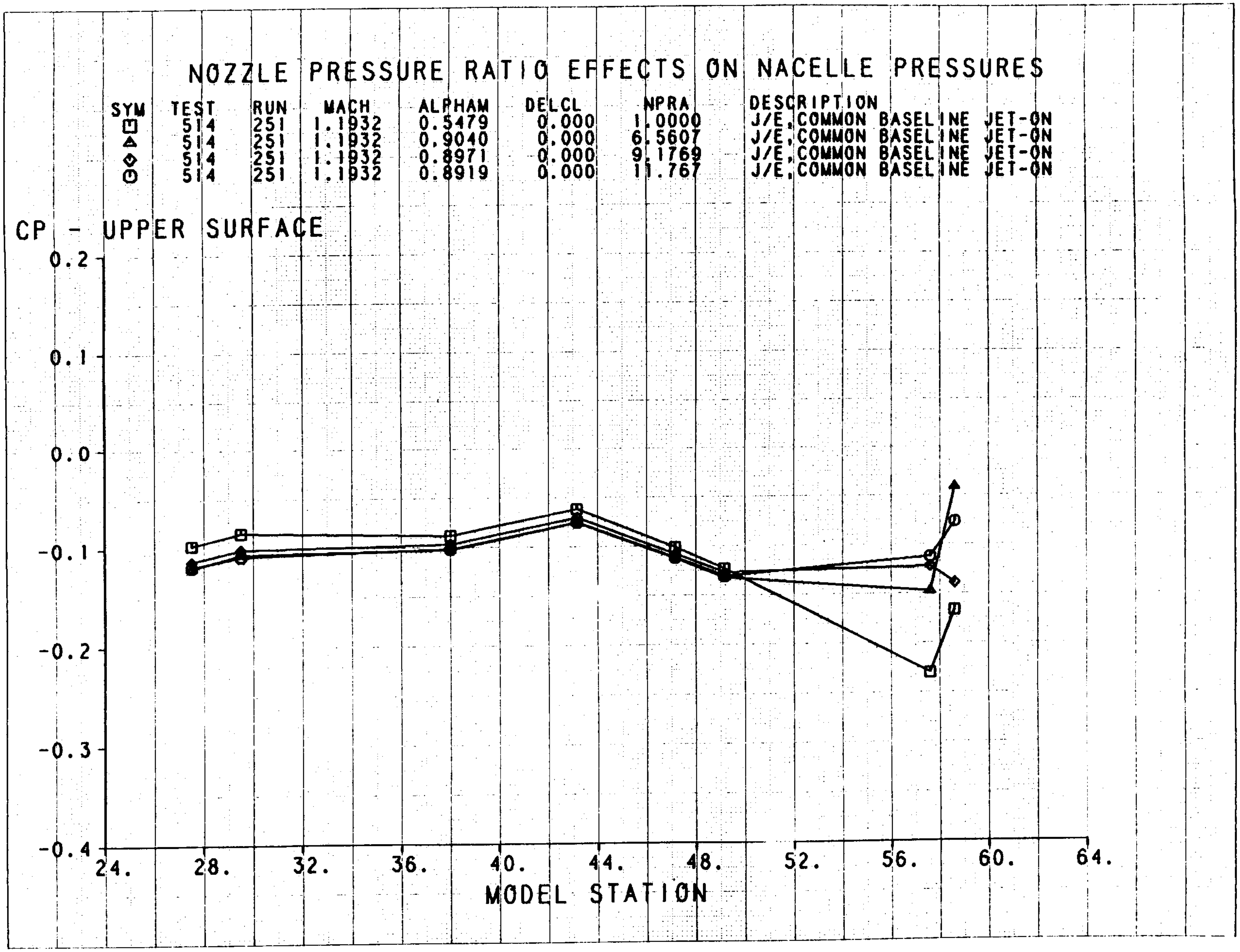
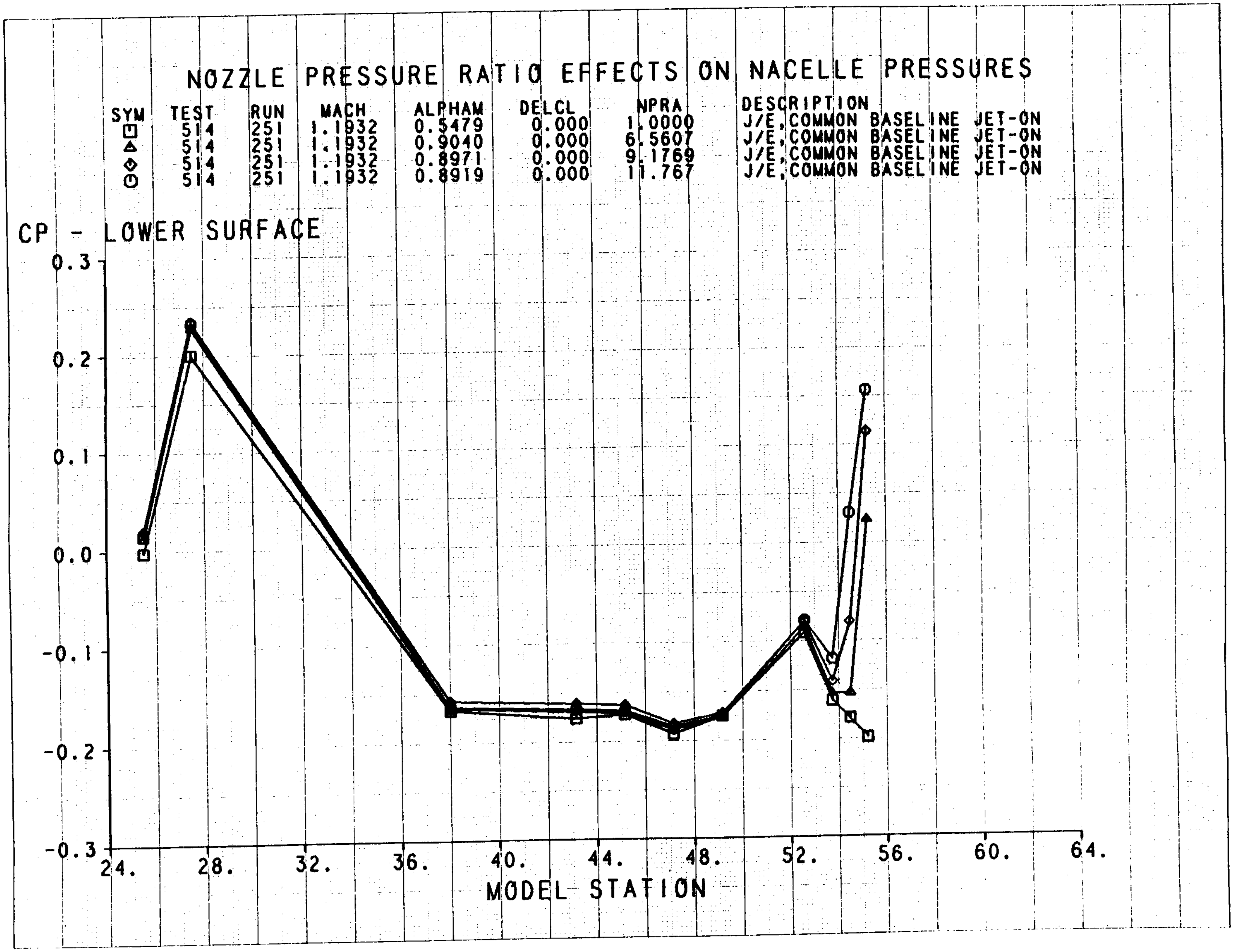
△ 514 261 0.9015 0.6652 -5.0000 5.9828 J/E,COMMON BASELINE JET-ON
◇ 514 261 0.9015 0.6510 -5.0000 8.5838 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 261 0.9015 0.6652 -5.0000 5.9828 J/E,COMMON BASELINE JET-ON
◇ 514 261 0.9015 0.6510 -5.0000 8.5838 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.5479 0.000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
◇ 514 251 1.1932 0.8971 0.000 9.1769 J/E,COMMON BASELINE JET-ON
○ 514 251 1.1932 0.8919 0.000 11.767 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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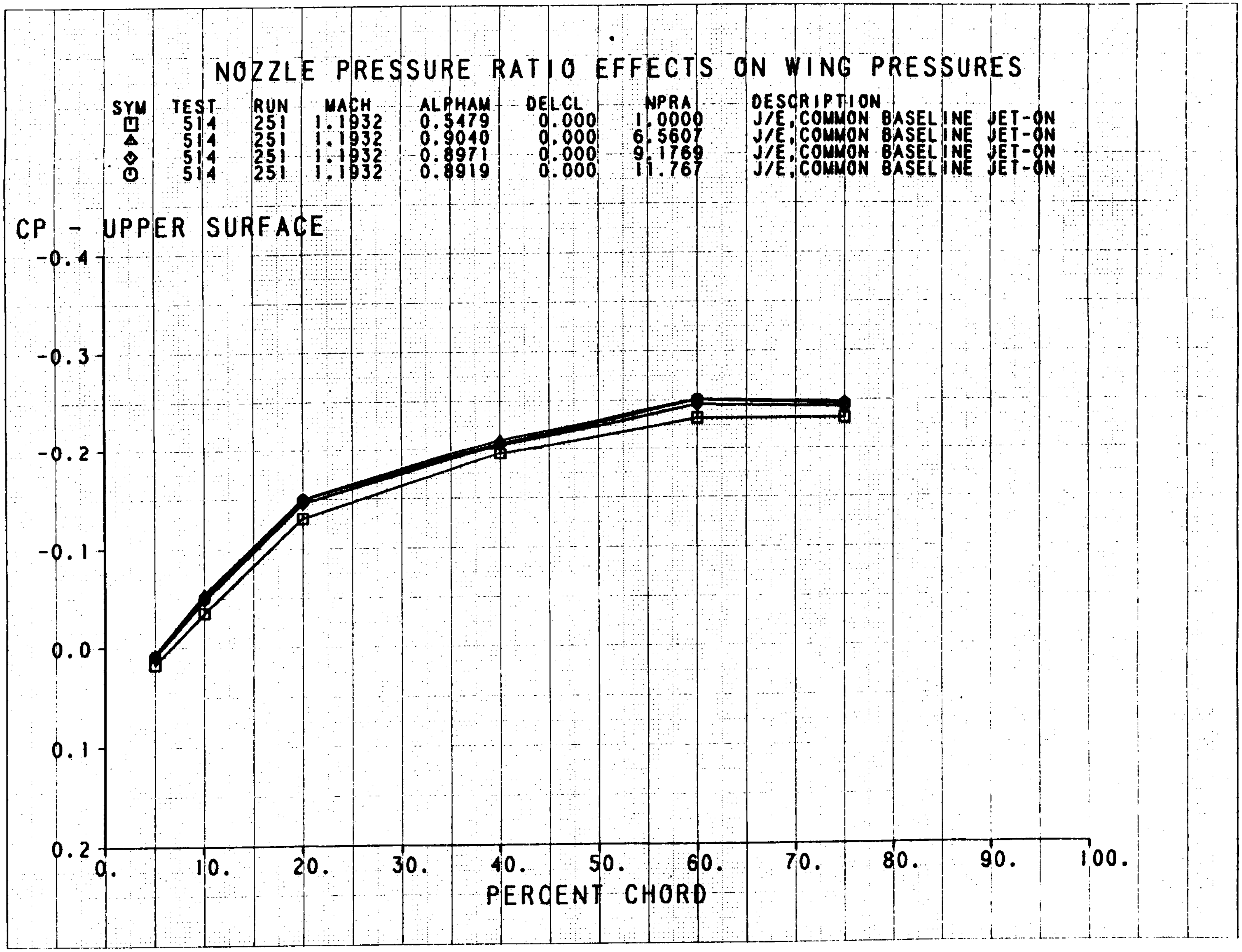
△ 514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
◇ 514 251 1.1932 0.8971 0.000 9.1769 J/E,COMMON BASELINE JET-ON
○ 514 251 1.1932 0.8919 0.000 11.767 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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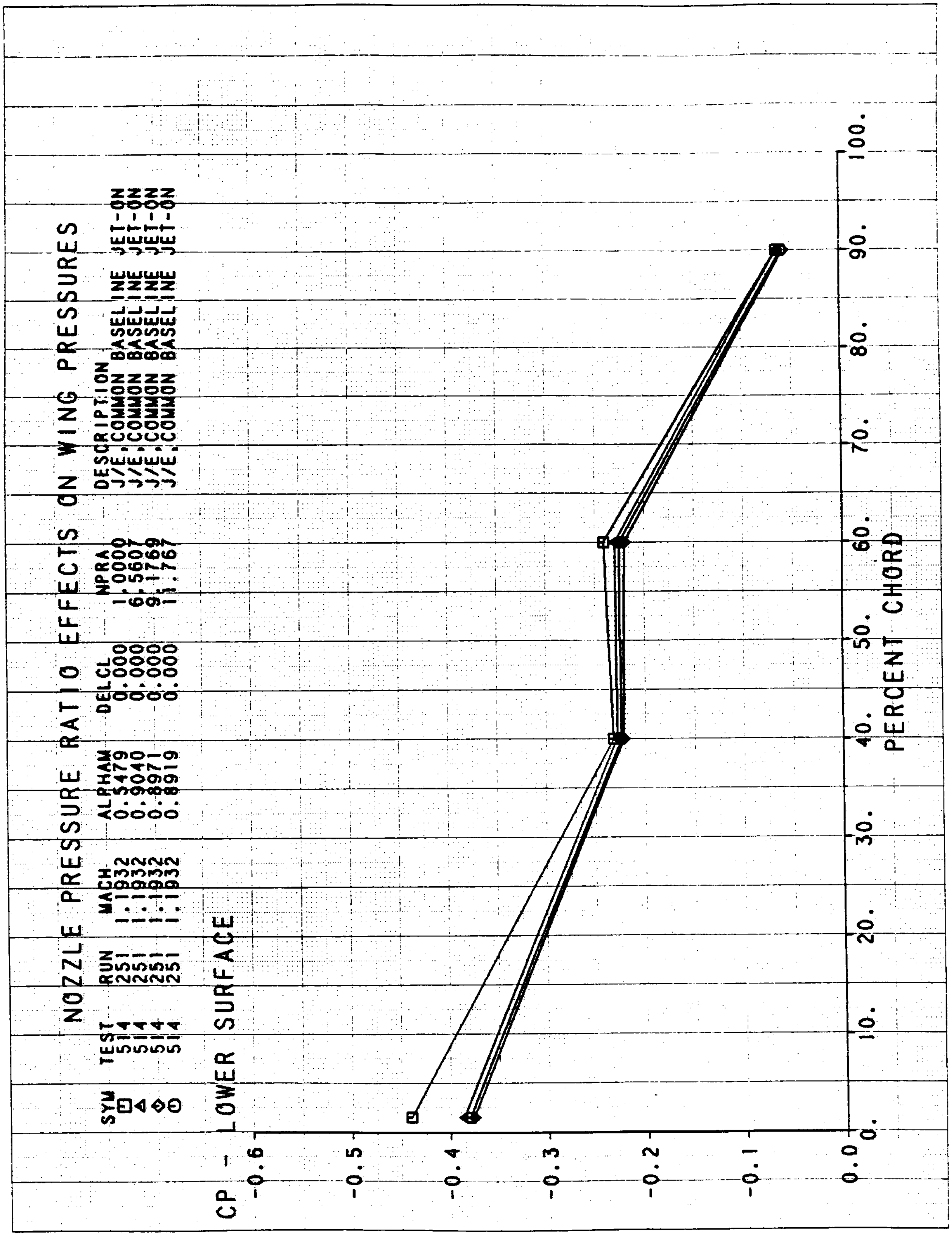
△ 514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
◇ 514 251 1.1932 0.8971 0.000 9.1769 J/E,COMMON BASELINE JET-ON
○ 514 251 1.1932 0.8919 0.000 11.767 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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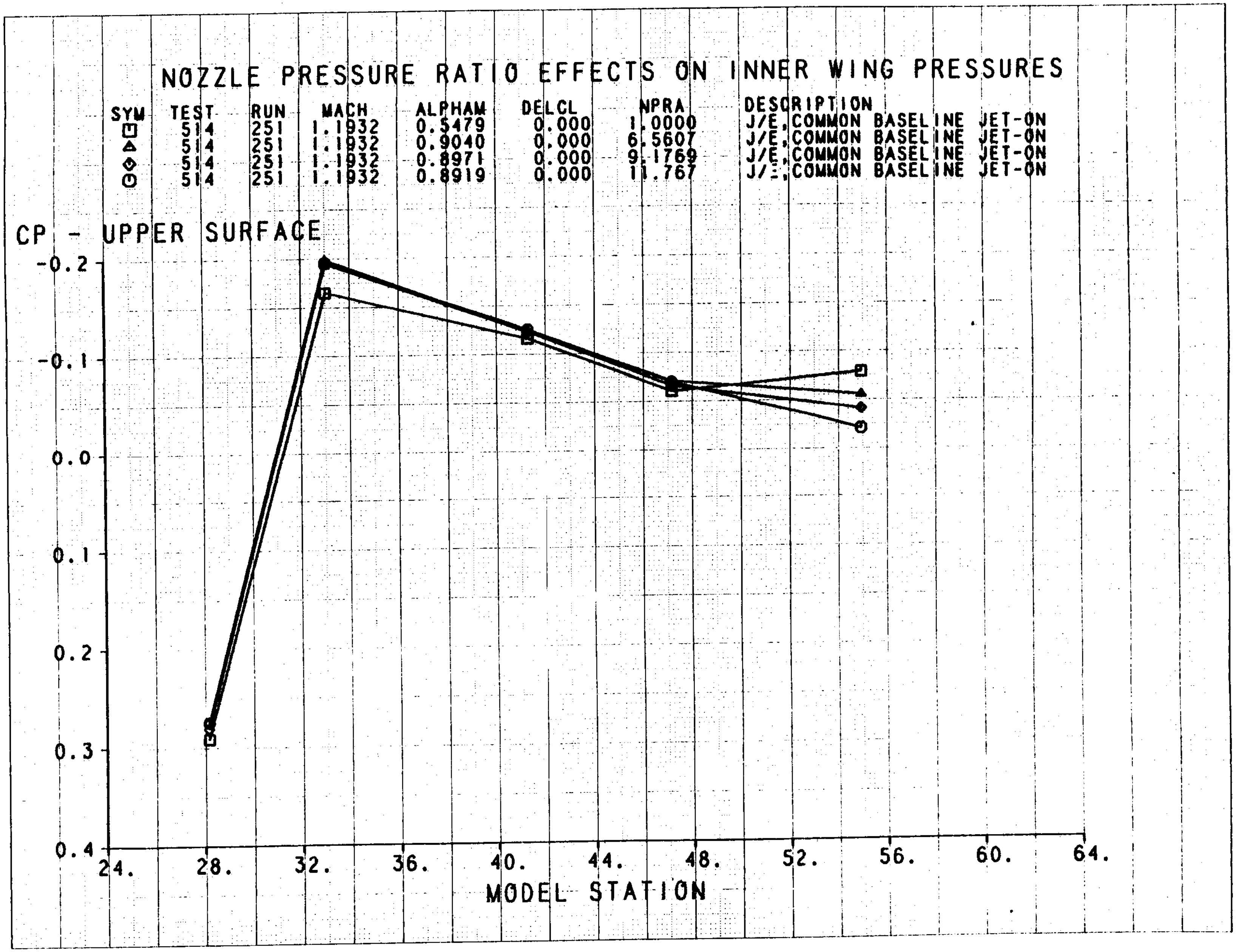
514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
514 251 1.1932 0.8971 0.000 9.1769 J/E,COMMON BASELINE JET-ON
514 251 1.1932 0.8919 0.000 11.767 J/E,COMMON BASELINE JET-ON
LOWER SURFACE
CP
-0.6
-0.5
-0.4
-0.3
-0.2
-0.1
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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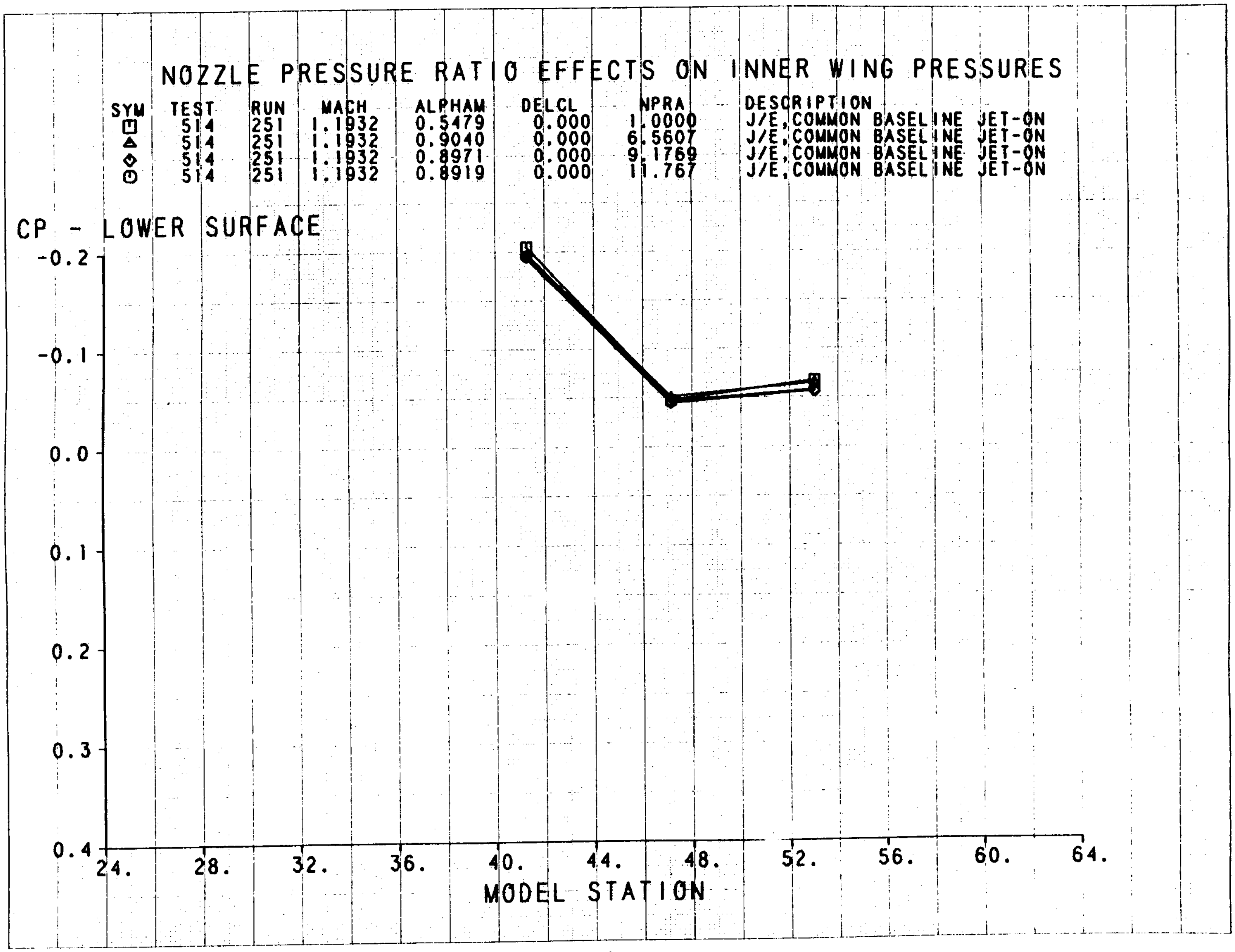
△ 514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
◇ 514 251 1.1932 0.8971 0.000 9.1769 J/E,COMMON BASELINE JET-ON
⊙ 514 251 1.1932 0.8919 0.000 11.767 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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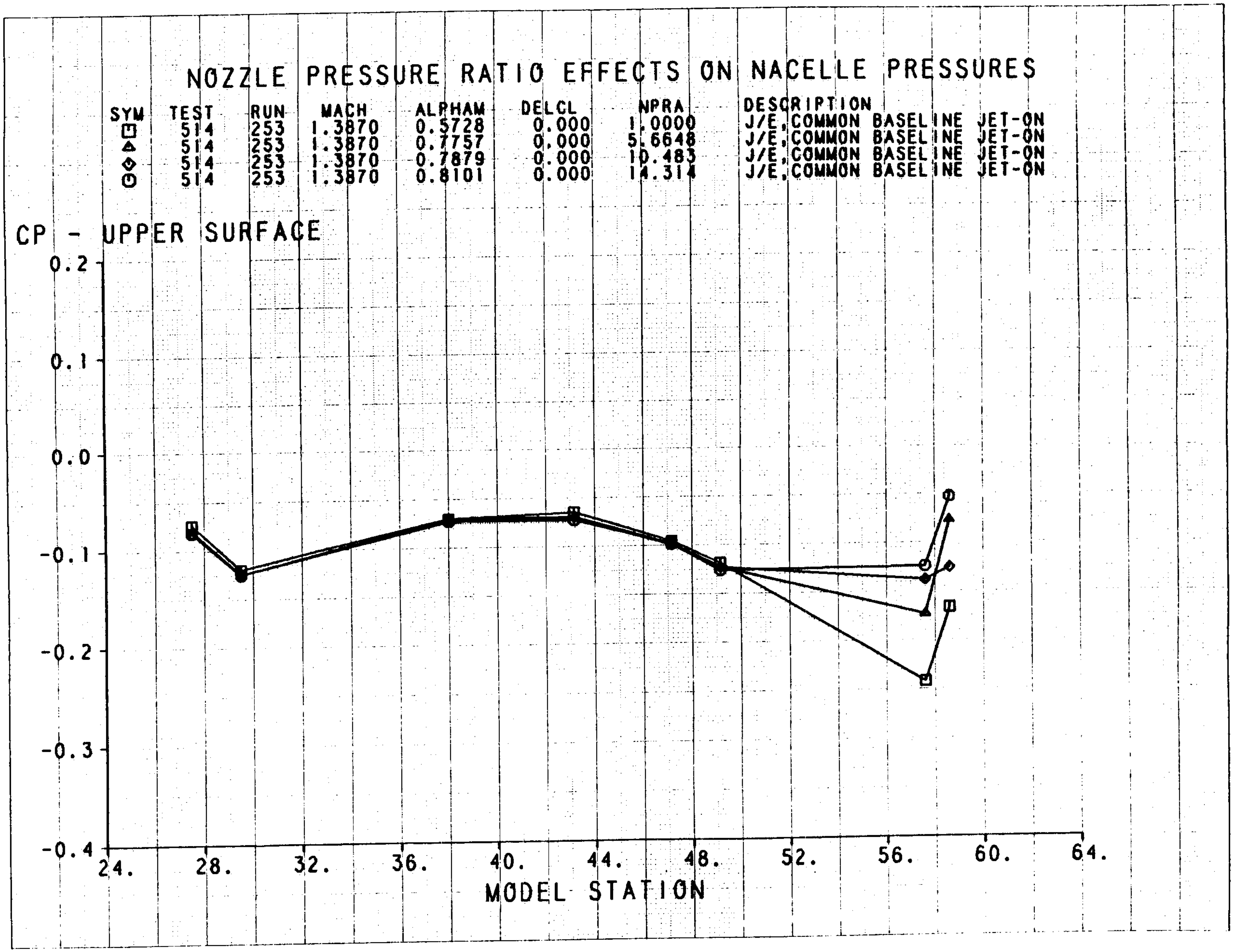
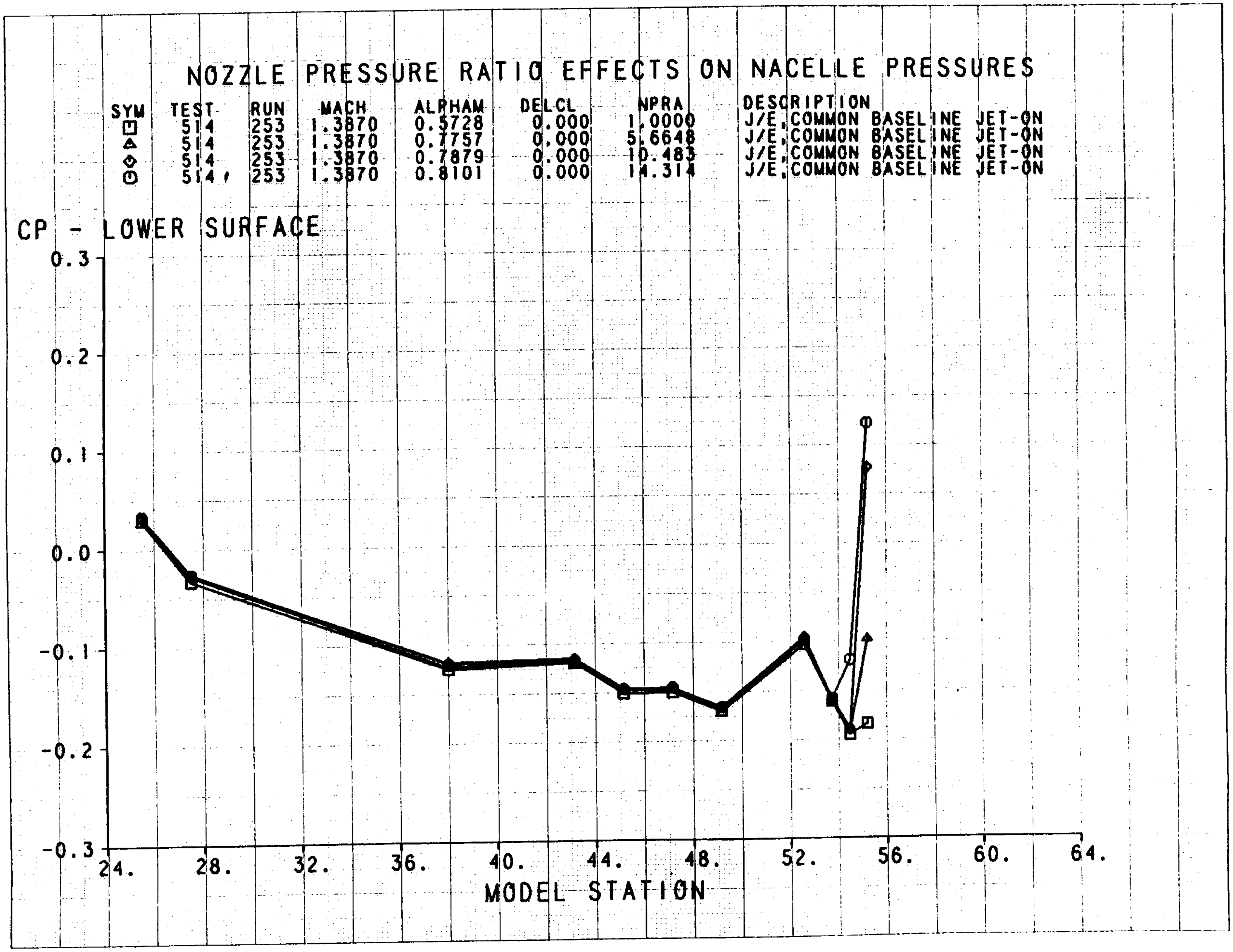
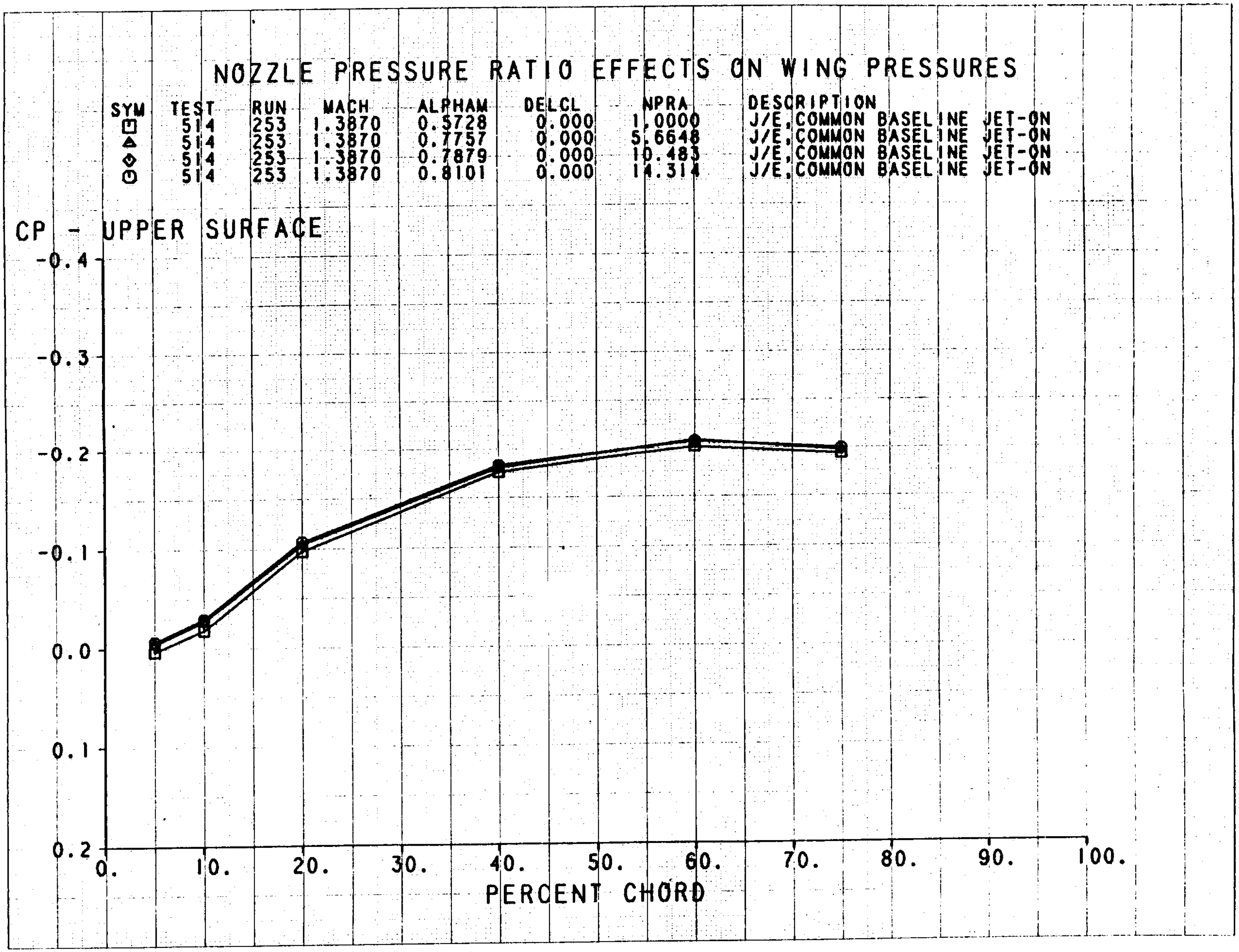
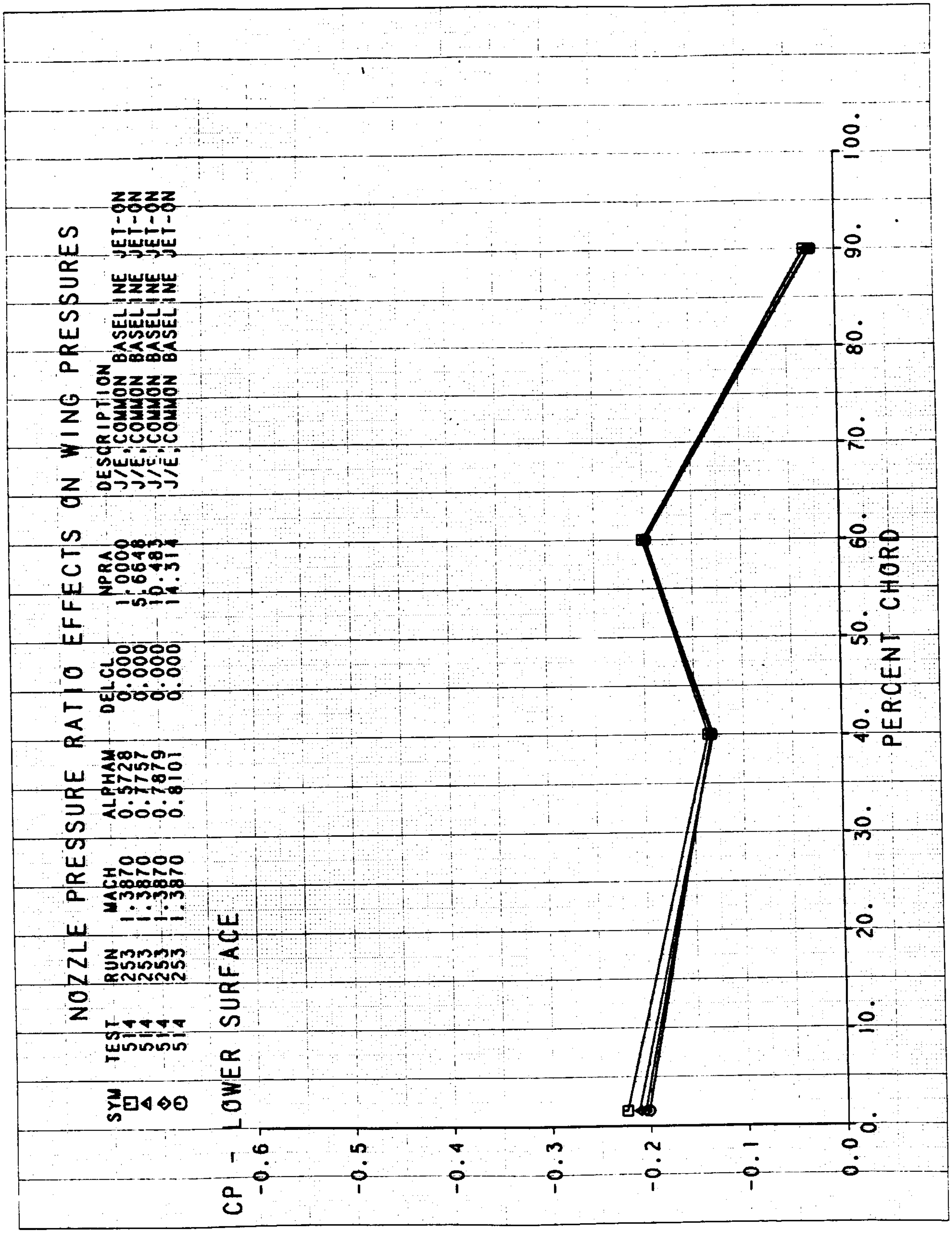
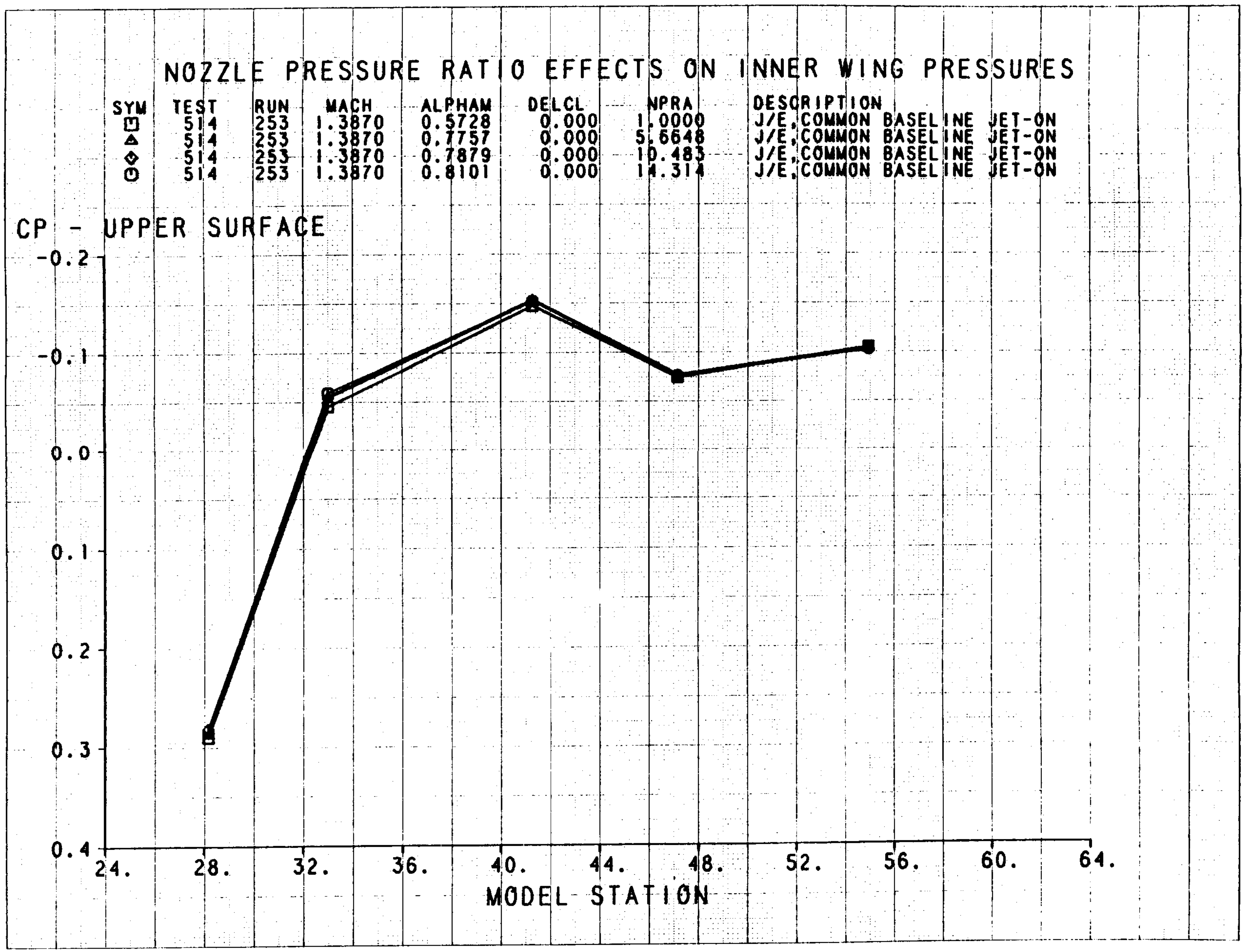
514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
514 251 1.1932 0.8971 0.000 9.1769 J/E,COMMON BASELINE JET-ON
514 251 1.1932 0.8919 0.000 11.767 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 253 1.3870 0.5728 0.000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 253 1.3870 0.7757 0.000 5.6648 J/E,COMMON BASELINE JET-ON
◇ 514 253 1.3870 0.7879 0.000 10.483 J/E,COMMON BASELINE JET-ON
○ 514 253 1.3870 0.8101 0.000 14.314 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

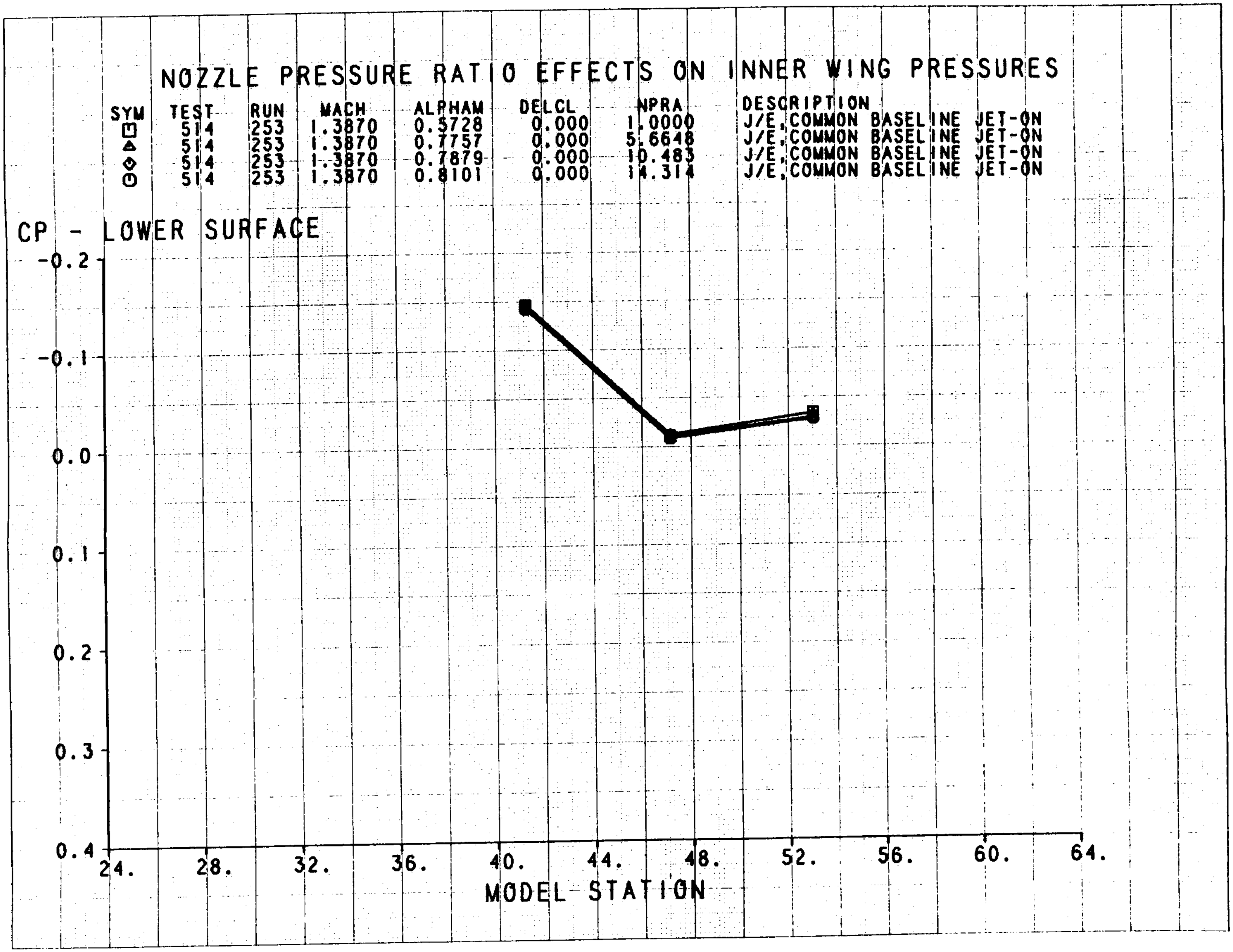

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 253 1.3870 0.5728 0.000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 253 1.3870 0.7757 0.000 5.6648 J/E,COMMON BASELINE JET-ON
◇ 514 253 1.3870 0.7879 0.000 10.483 J/E,COMMON BASELINE JET-ON
○ 514 253 1.3870 0.8101 0.000 14.314 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

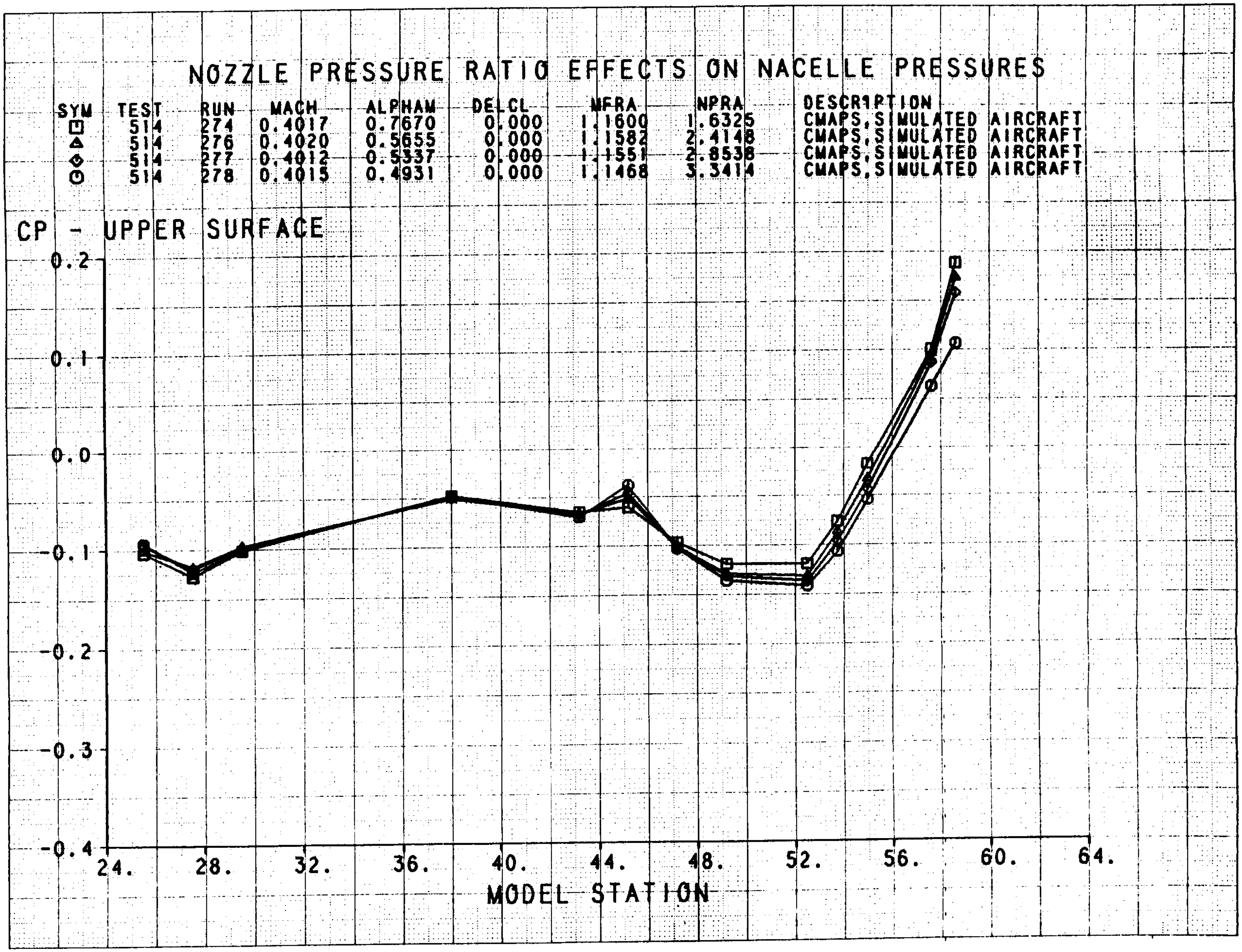

NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 253 1.3870 0.5728 0.000 1.0000 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.7757 0.000 5.6648 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.7879 0.000 10.483 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.8101 0.000 14.314 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

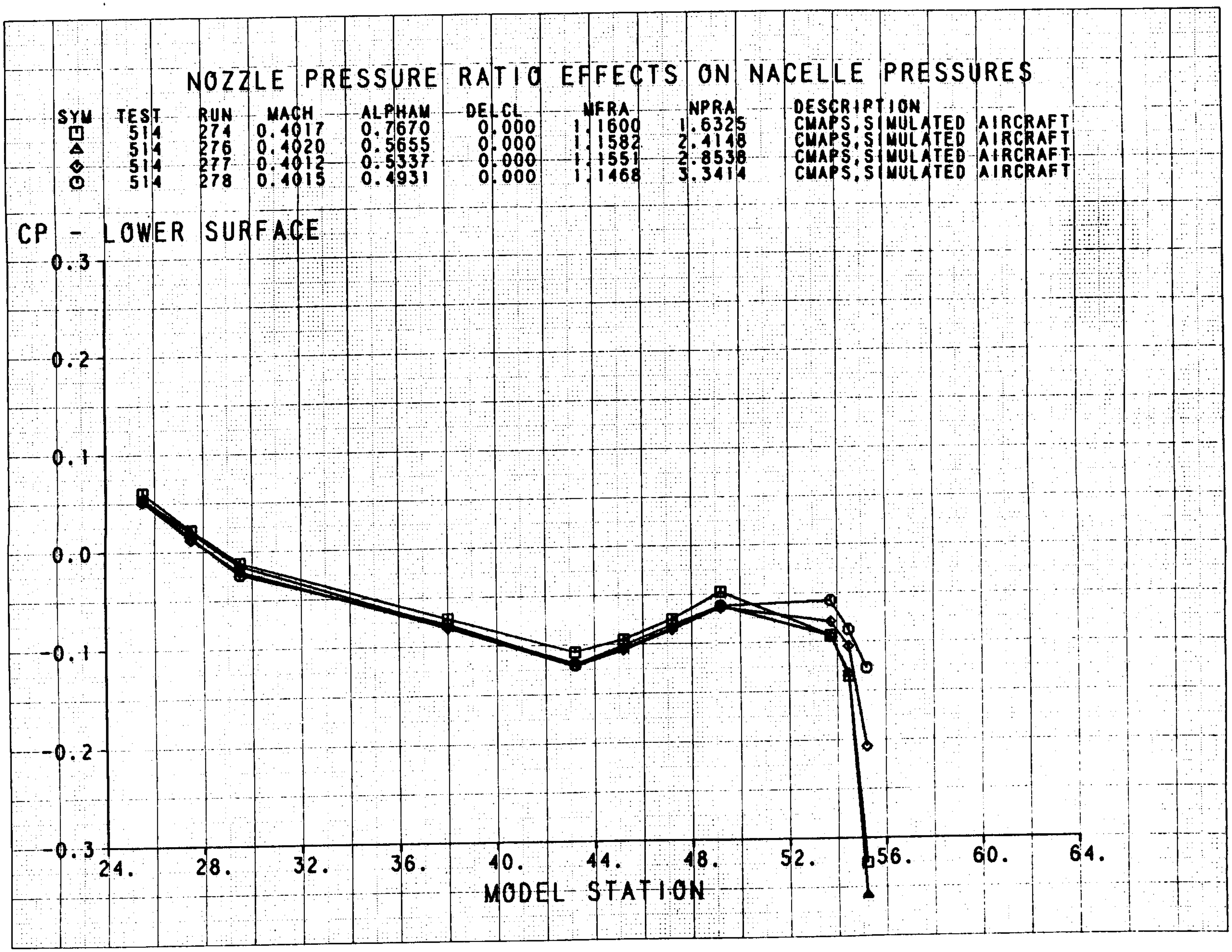

NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 253 1.3870 0.5728 0.000 1.0000 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.7757 0.000 5.6648 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.7879 0.000 10.483 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.8101 0.000 14.314 J/E,COMMON BASELINE JET-ON
LOWER SURFACE
CP
-0.6
-0.5
-0.4
-0.3
-0.2
-0.1
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 253 1.3870 0.5728 0.000 1.0000 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.7757 0.000 5.6648 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.7879 0.000 10.483 J/E,COMMON BASELINE JET-ON
514 253 1.3870 0.8101 0.000 14.314 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 253 1.3870 0.5728 0.000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 253 1.3870 0.7757 0.000 5.6648 J/E,COMMON BASELINE JET-ON
◇ 514 253 1.3870 0.7879 0.000 10.483 J/E,COMMON BASELINE JET-ON
○ 514 253 1.3870 0.8101 0.000 14.314 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
△ 514 276 0.4020 0.5655 0.000 1.1582 2.4148 CMAPS,SIMULATED AIRCRAFT
◇ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
○ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
△ 514 276 0.4020 0.5655 0.000 1.1582 2.4148 CMAPS,SIMULATED AIRCRAFT
◇ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
○ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
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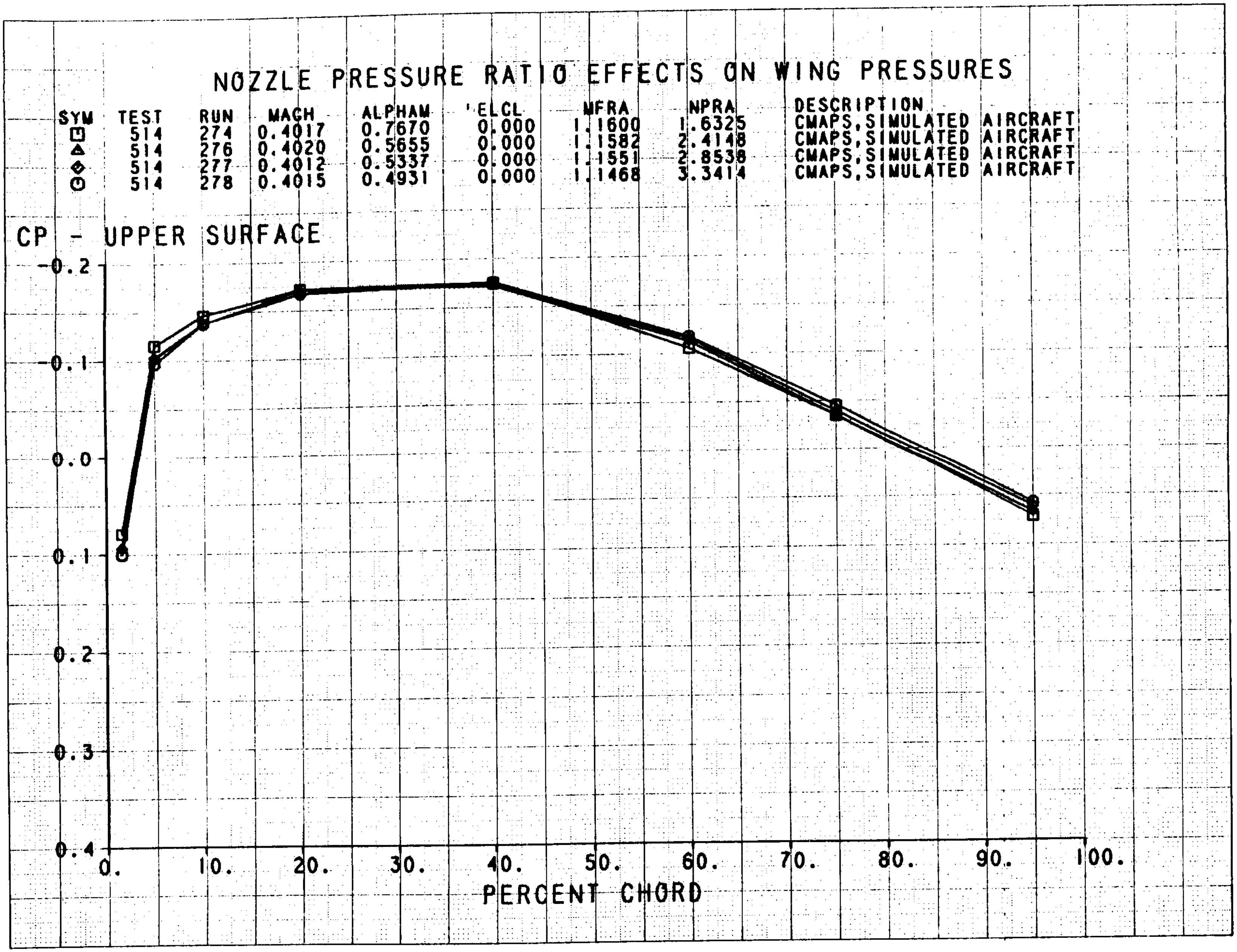
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM 'ELCL MFRA NPRA DESCRIPTION
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514 276 0.4020 0.5655 0.000 1.1582 2.4148 CMAPS,SIMULATED AIRCRAFT
514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
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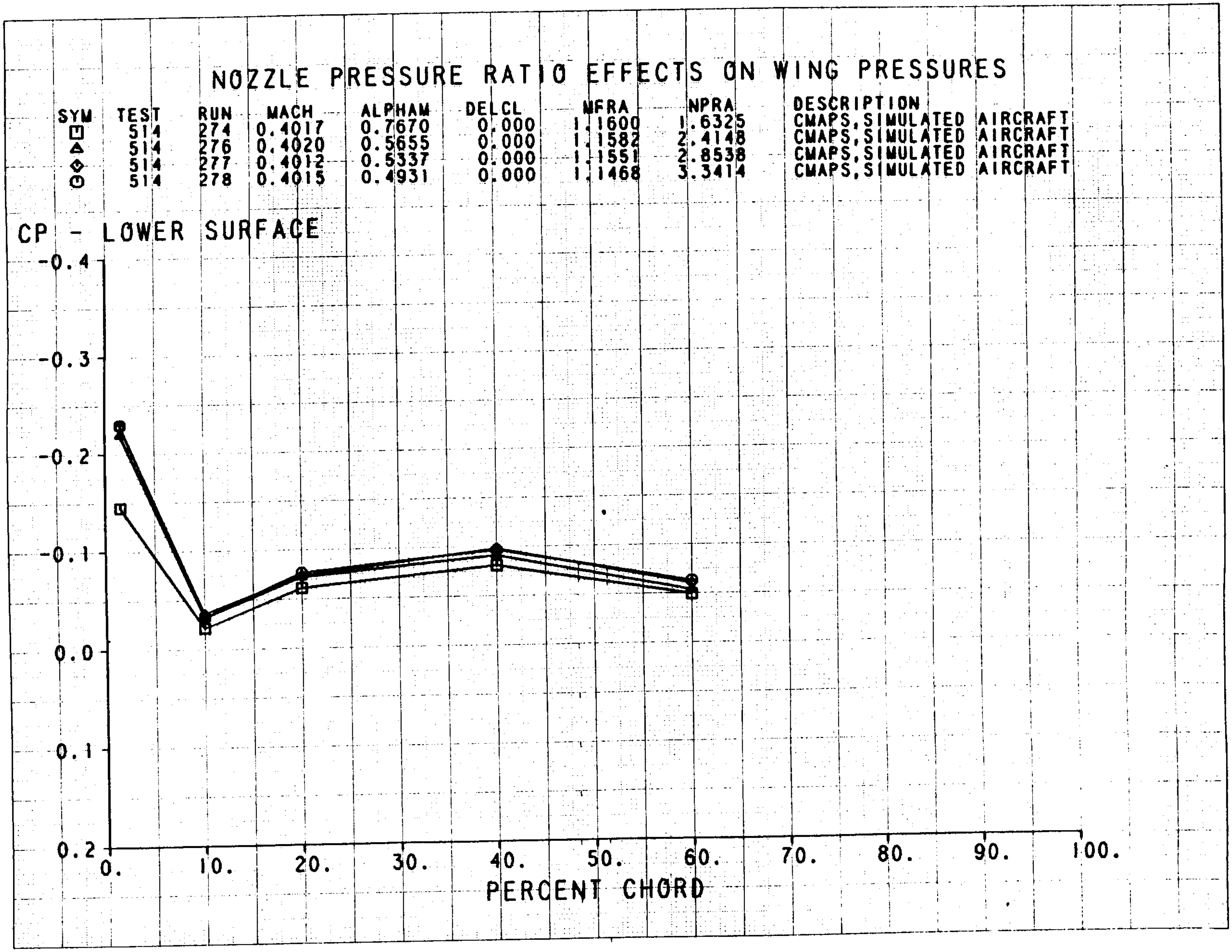
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
△ 514 276 0.4020 0.5655 0.000 1.1582 2.4148 CMAPS,SIMULATED AIRCRAFT
◇ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
○ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
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10.
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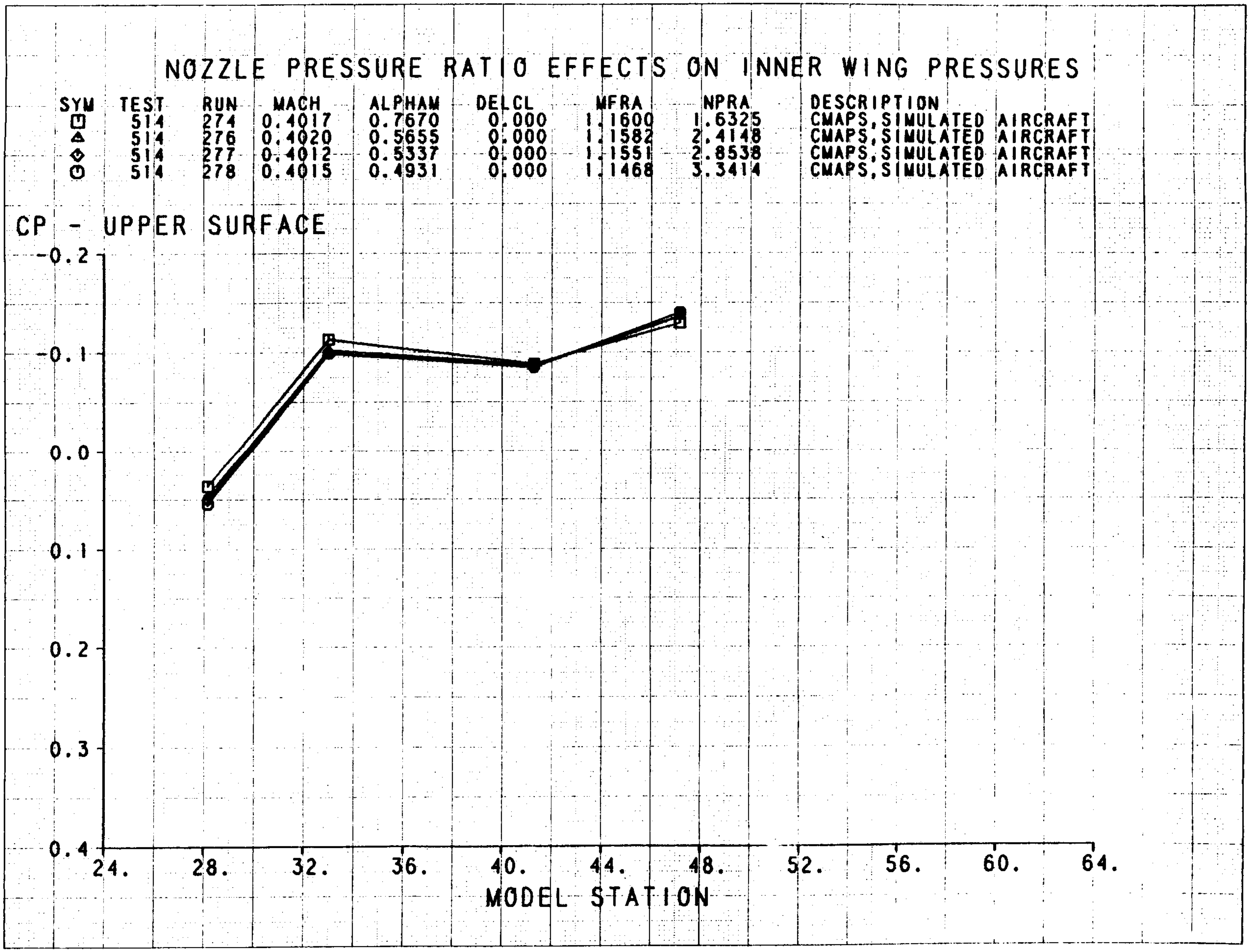
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
△ 514 276 0.4020 0.5655 0.000 1.1582 2.4148 CMAPS,SIMULATED AIRCRAFT
◇ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
○ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
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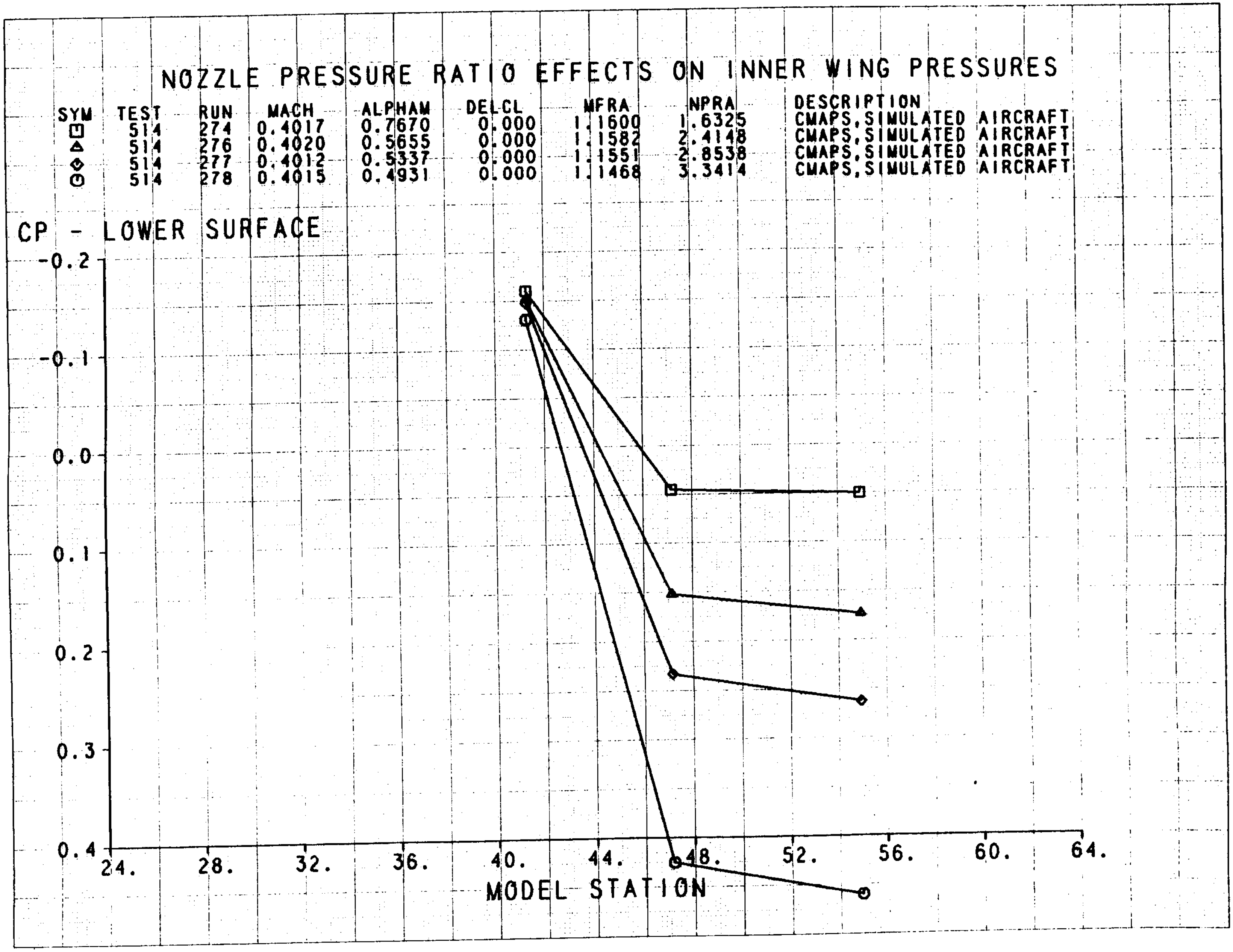
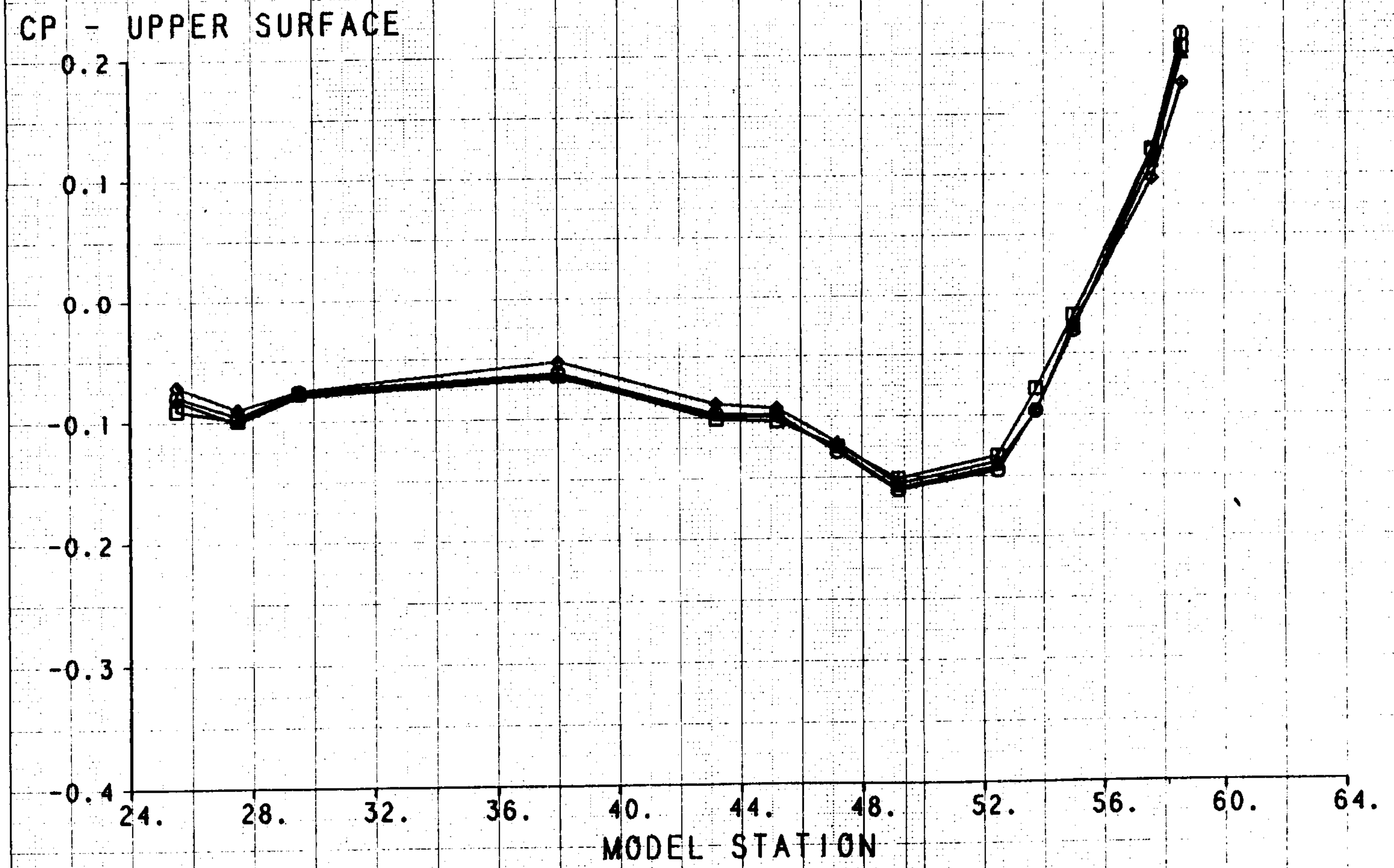
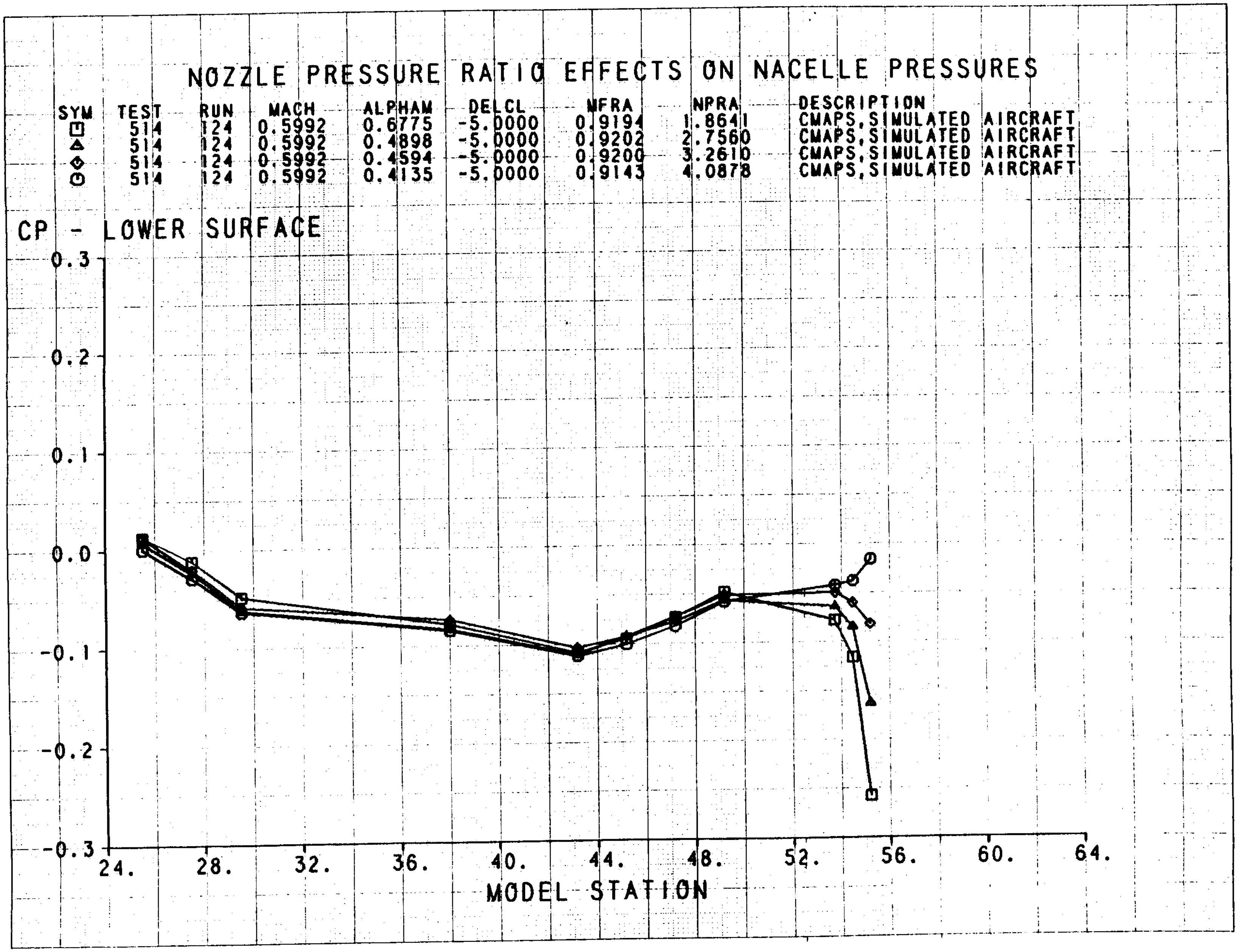
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 274 0.4017 0.7670 0.000 1.1600 1.6325 CMAPS,SIMULATED AIRCRAFT
514 276 0.4020 0.5655 0.000 1.1582 2.4148 CMAPS,SIMULATED AIRCRAFT
514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

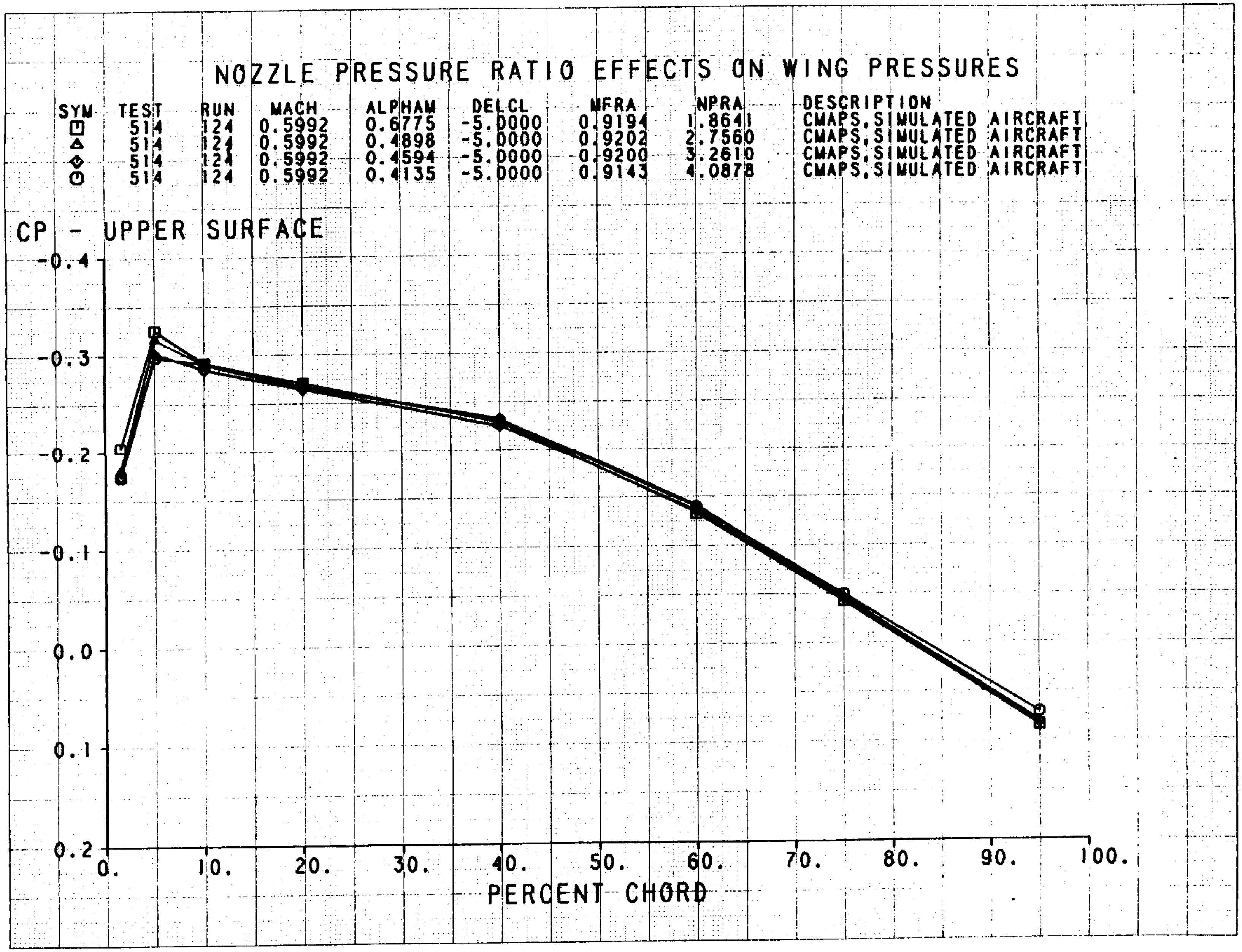
NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	124	0.5992	0.6775	-5.0000	0.9194	1.8641	CMAPS,SIMULATED AIRCRAFT
△	514	124	0.5992	0.4898	-5.0000	0.9202	2.7560	CMAPS,SIMULATED AIRCRAFT
◇	514	124	0.5992	0.4594	-5.0000	0.9200	3.2610	CMAPS,SIMULATED AIRCRAFT
⊙	514	124	0.5992	0.4135	-5.0000	0.9143	4.0878	CMAPS,SIMULATED AIRCRAFT





NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 124 0.5992 0.6775 -5.0000 0.9194 1.8641 CMAPS,SIMULATED AIRCRAFT
△ 514 124 0.5992 0.4898 -5.0000 0.9202 2.7560 CMAPS,SIMULATED AIRCRAFT
◇ 514 124 0.5992 0.4594 -5.0000 0.9200 3.2610 CMAPS,SIMULATED AIRCRAFT
○ 514 124 0.5992 0.4135 -5.0000 0.9143 4.0878 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 124 0.5992 0.6775 -5.0000 0.9194 1.8641 CMAPS,SIMULATED AIRCRAFT
△ 514 124 0.5992 0.4898 -5.0000 0.9202 2.7560 CMAPS,SIMULATED AIRCRAFT
◇ 514 124 0.5992 0.4594 -5.0000 0.9200 3.2610 CMAPS,SIMULATED AIRCRAFT
○ 514 124 0.5992 0.4135 -5.0000 0.9143 4.0878 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
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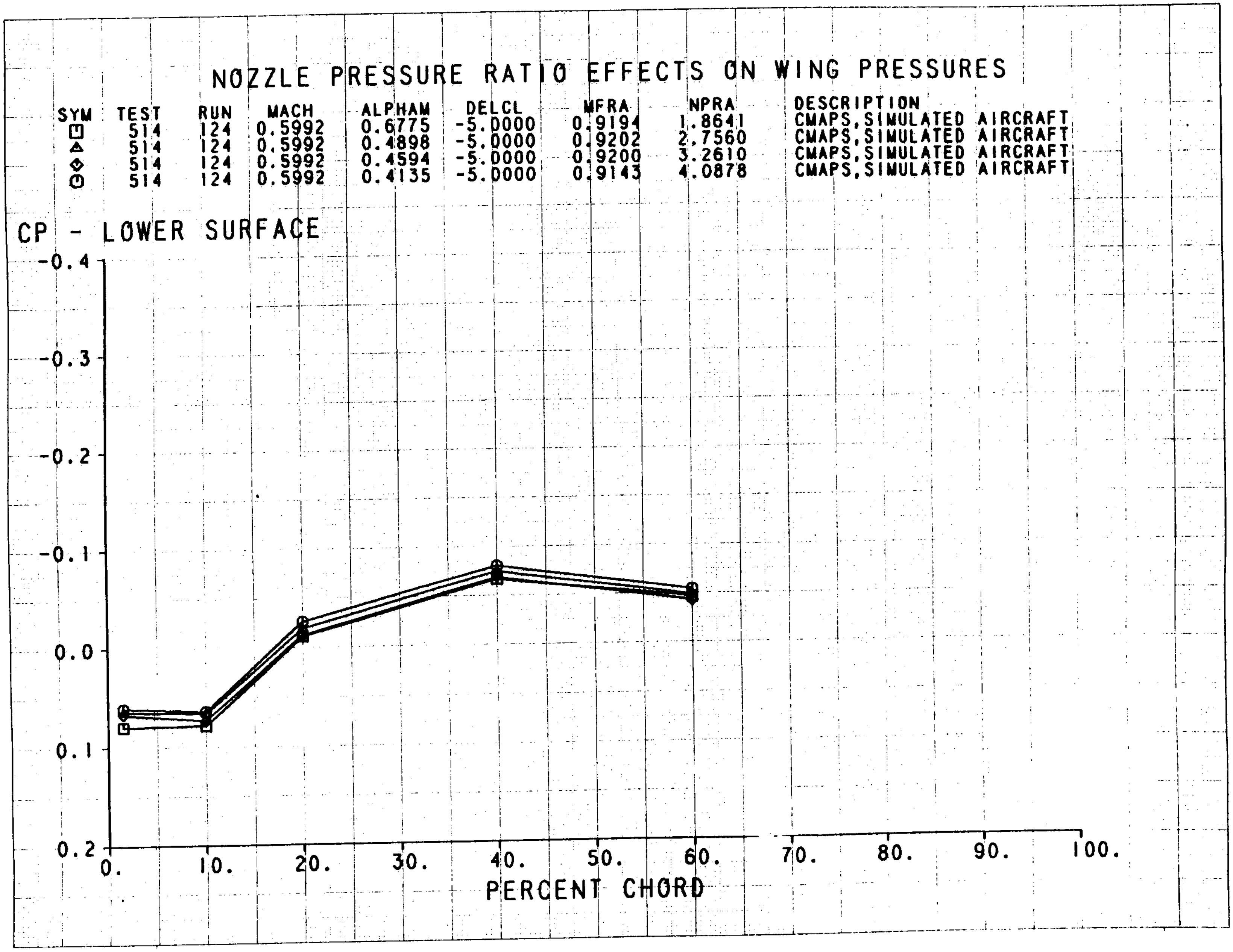
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 124 0.5992 0.6775 -5.0000 0.9194 1.8641 CMAPS,SIMULATED AIRCRAFT
514 124 0.5992 0.4898 -5.0000 0.9202 2.7560 CMAPS,SIMULATED AIRCRAFT
514 124 0.5992 0.4594 -5.0000 0.9200 3.2610 CMAPS,SIMULATED AIRCRAFT
514 124 0.5992 0.4135 -5.0000 0.9143 4.0878 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
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10.
20.
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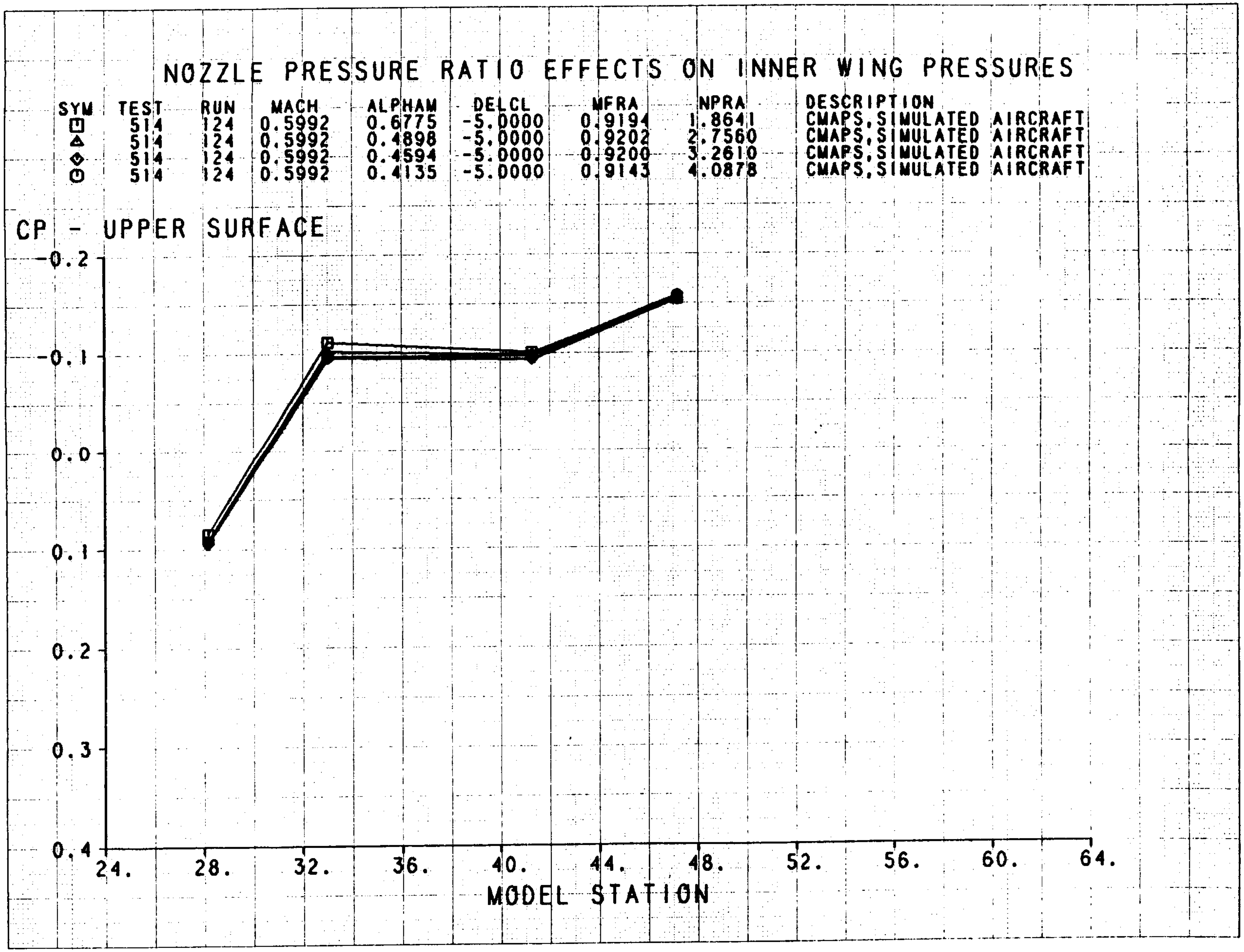
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 124 0.5992 0.6775 -5.0000 0.9194 1.8641 CMAPS,SIMULATED AIRCRAFT
514 124 0.5992 0.4898 -5.0000 0.9202 2.7560 CMAPS,SIMULATED AIRCRAFT
514 124 0.5992 0.4594 -5.0000 0.9200 3.2610 CMAPS,SIMULATED AIRCRAFT
514 124 0.5992 0.4135 -5.0000 0.9143 4.0878 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
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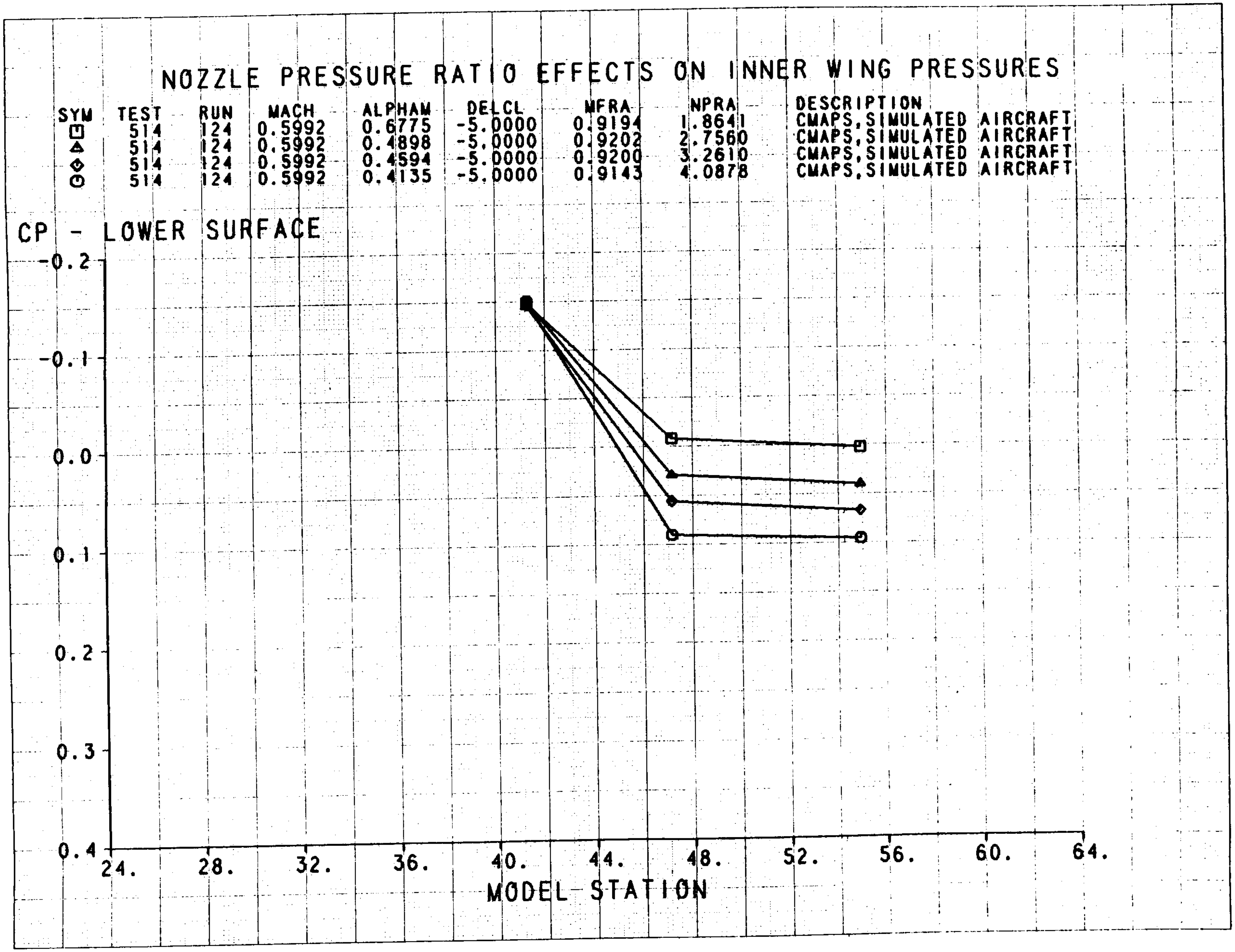
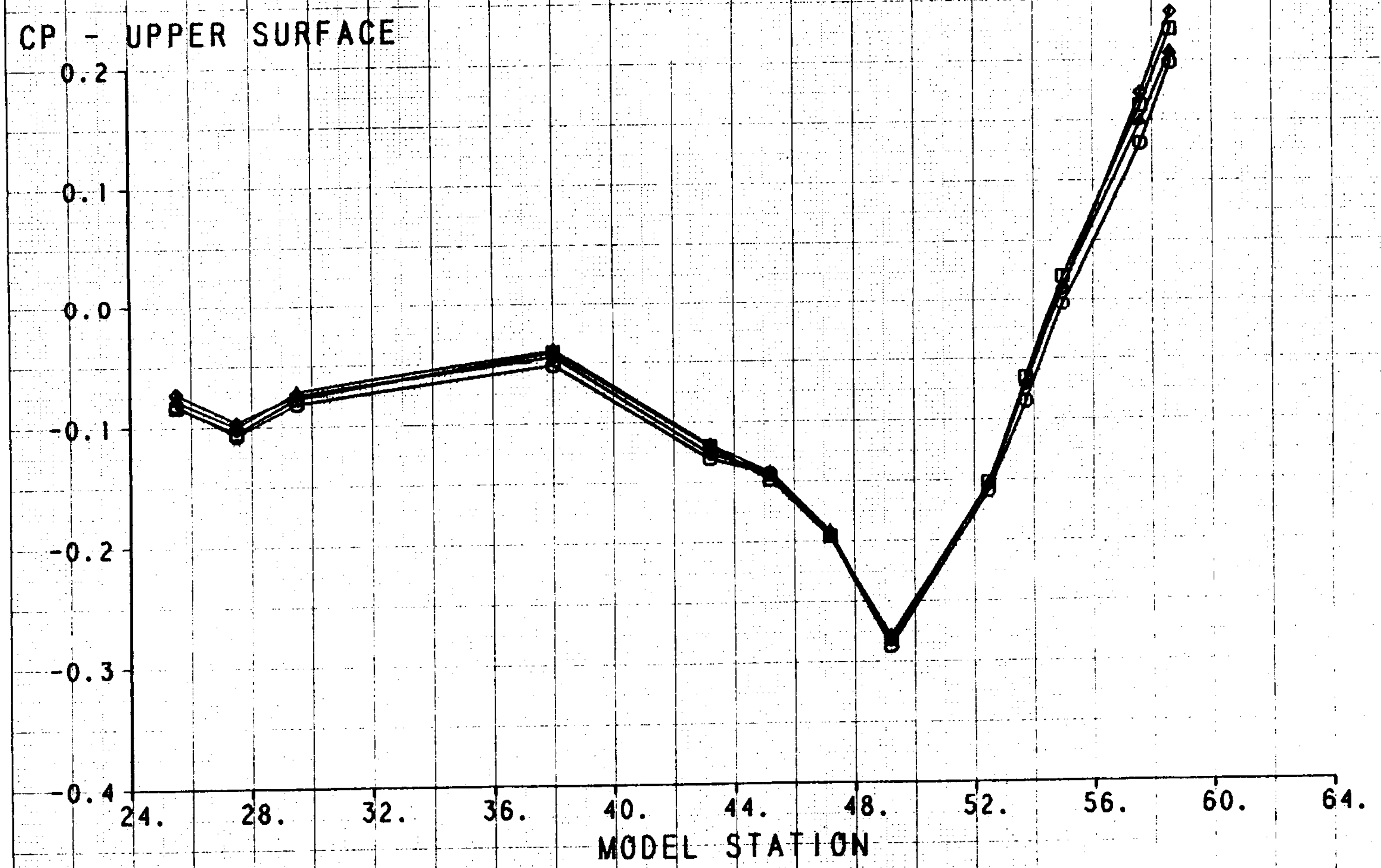
MODEL STATION

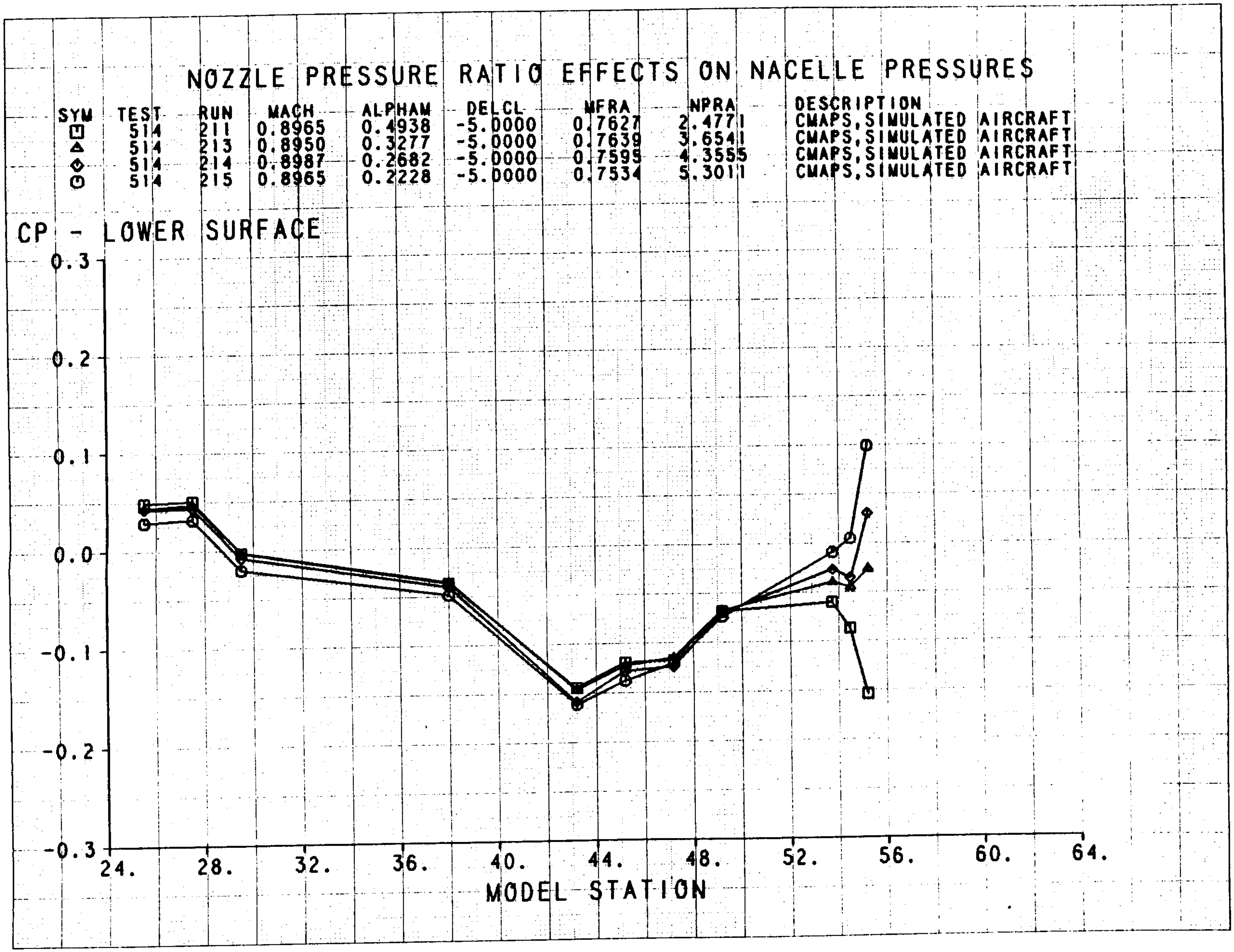


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 124 0.5992 0.6775 -5.0000 0.9194 1.8641 CMAPS,SIMULATED AIRCRAFT
△ 514 124 0.5992 0.4898 -5.0000 0.9202 2.7560 CMAPS,SIMULATED AIRCRAFT
◇ 514 124 0.5992 0.4594 -5.0000 0.9200 3.2610 CMAPS,SIMULATED AIRCRAFT
○ 514 124 0.5992 0.4135 -5.0000 0.9143 4.0878 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES

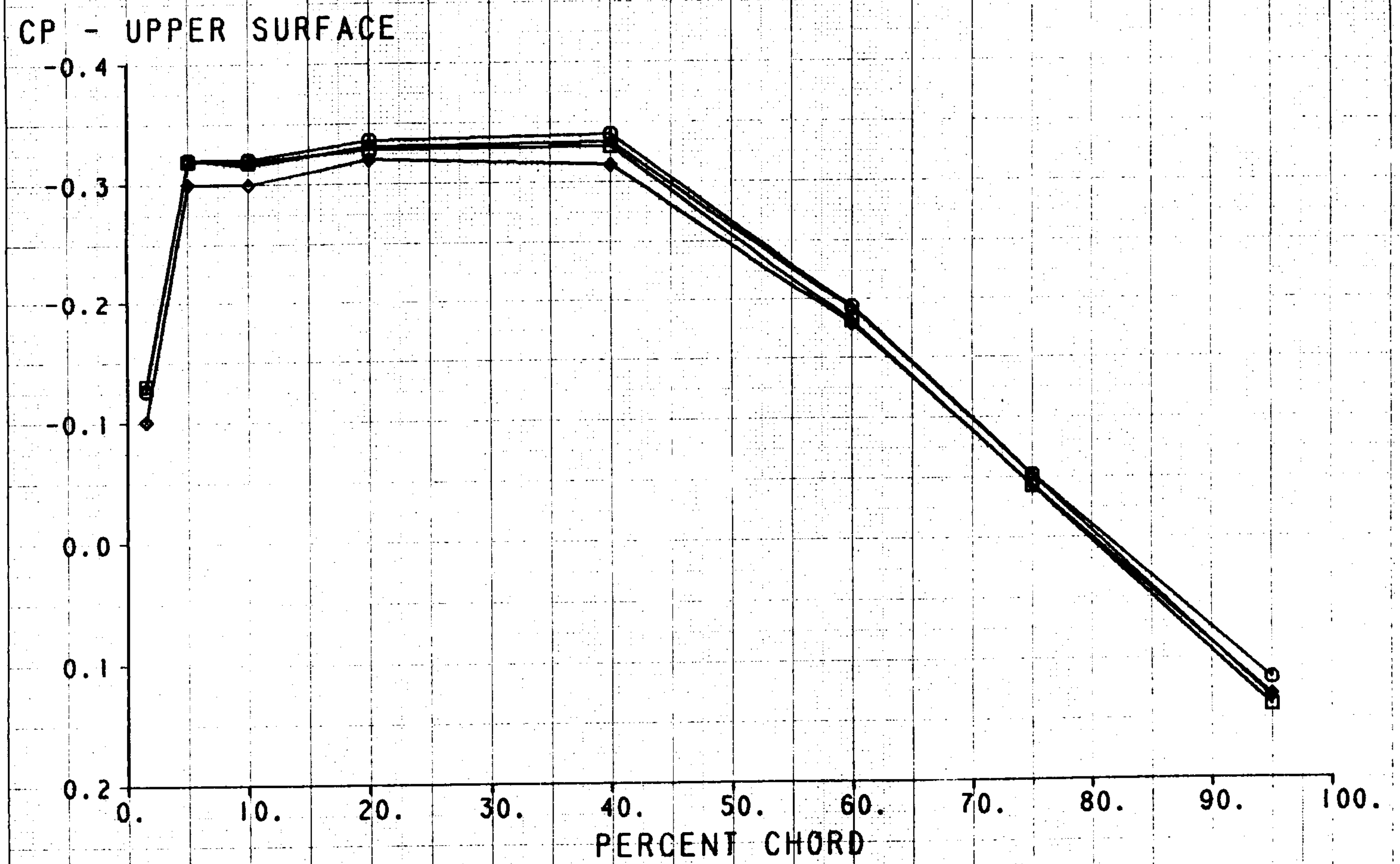
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	211	0.8965	0.4938	-5.0000	0.7627	2.4771	CMAPS,SIMULATED AIRCRAFT
△	514	213	0.8950	0.3277	-5.0000	0.7639	3.6541	CMAPS,SIMULATED AIRCRAFT
◇	514	214	0.8987	0.2682	-5.0000	0.7595	4.3555	CMAPS,SIMULATED AIRCRAFT
⊙	514	215	0.8965	0.2228	-5.0000	0.7534	5.3011	CMAPS,SIMULATED AIRCRAFT




NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
△ 514 213 0.8950 0.3277 -5.0000 0.7639 3.6541 CMAPS,SIMULATED AIRCRAFT
◇ 514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
○ 514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

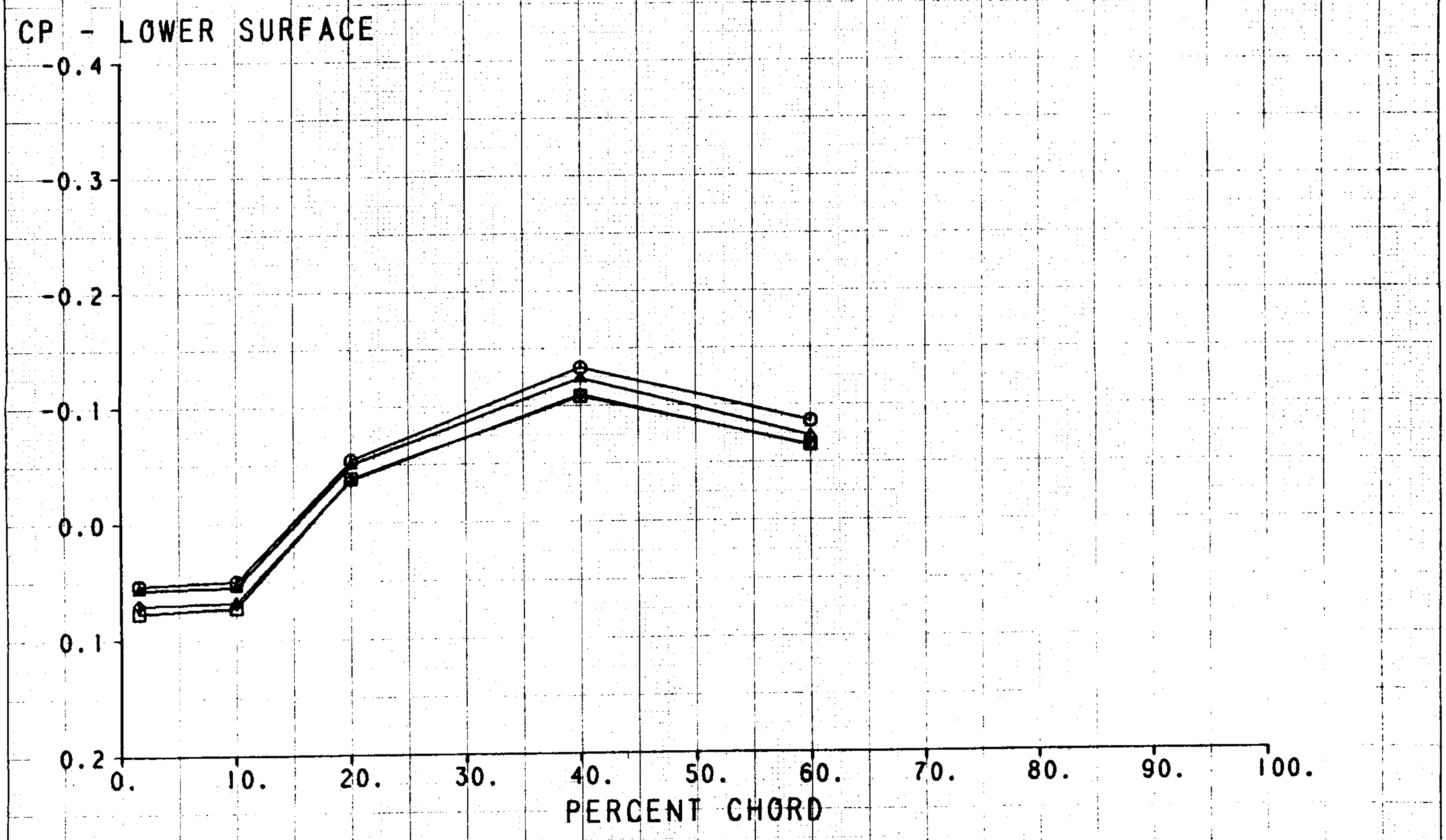
NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES

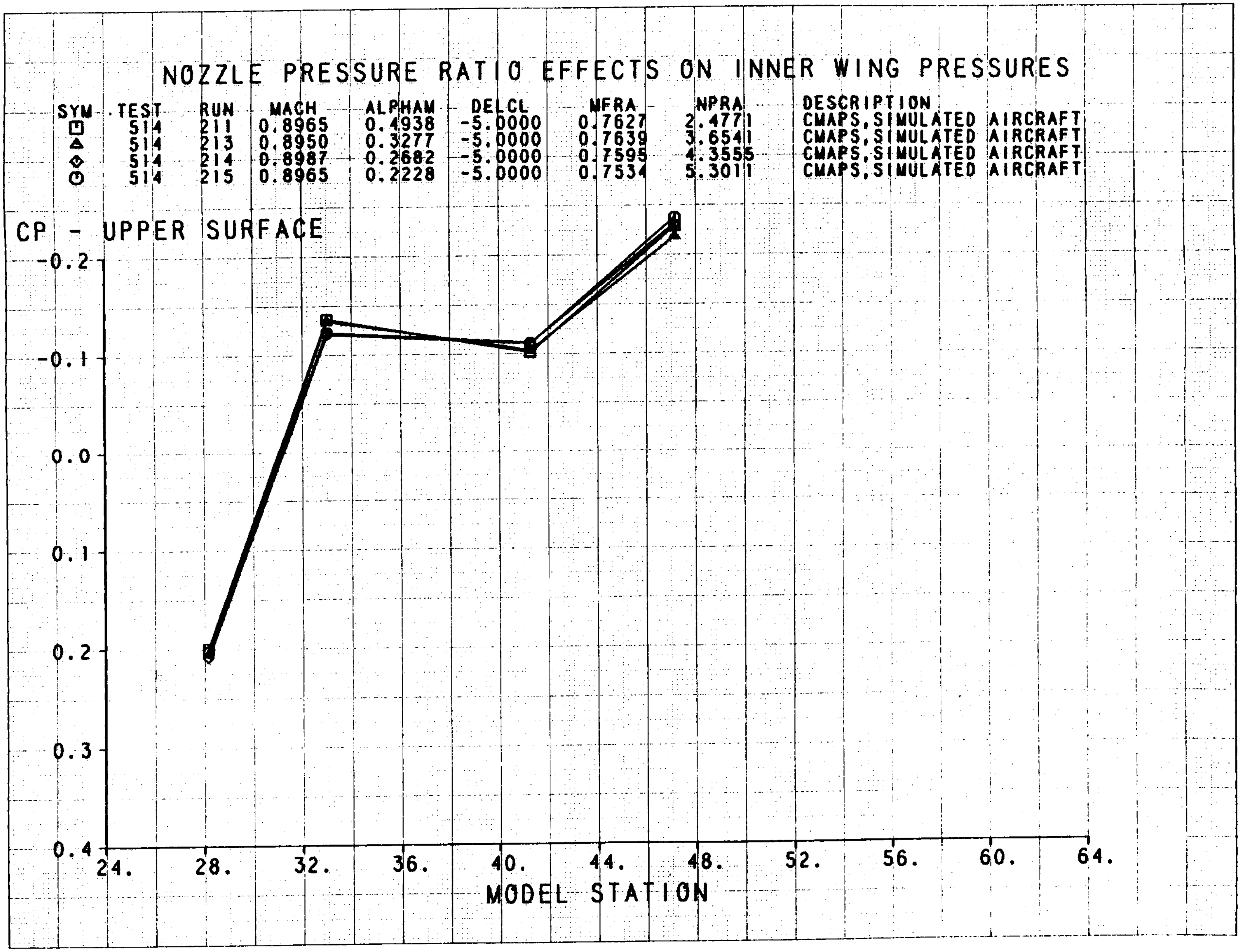
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	211	0.8965	0.4938	-5.0000	0.7627	2.4771	CMAPS,SIMULATED AIRCRAFT
△	514	213	0.8950	0.3277	-5.0000	0.7639	3.6541	CMAPS,SIMULATED AIRCRAFT
◇	514	214	0.8987	0.2682	-5.0000	0.7595	4.3555	CMAPS,SIMULATED AIRCRAFT
○	514	215	0.8965	0.2228	-5.0000	0.7534	5.3011	CMAPS,SIMULATED AIRCRAFT



NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	211	0.8965	0.4938	-5.0000	0.7627	2.4771	CMAPS,SIMULATED AIRCRAFT
△	514	213	0.8950	0.3277	-5.0000	0.7639	3.6541	CMAPS,SIMULATED AIRCRAFT
◇	514	214	0.8987	0.2682	-5.0000	0.7595	4.3555	CMAPS,SIMULATED AIRCRAFT
○	514	215	0.8965	0.2228	-5.0000	0.7534	5.3011	CMAPS,SIMULATED AIRCRAFT




NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
△ 514 213 0.8950 0.3277 -5.0000 0.7639 3.6541 CMAPS,SIMULATED AIRCRAFT
◇ 514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
○ 514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
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24.
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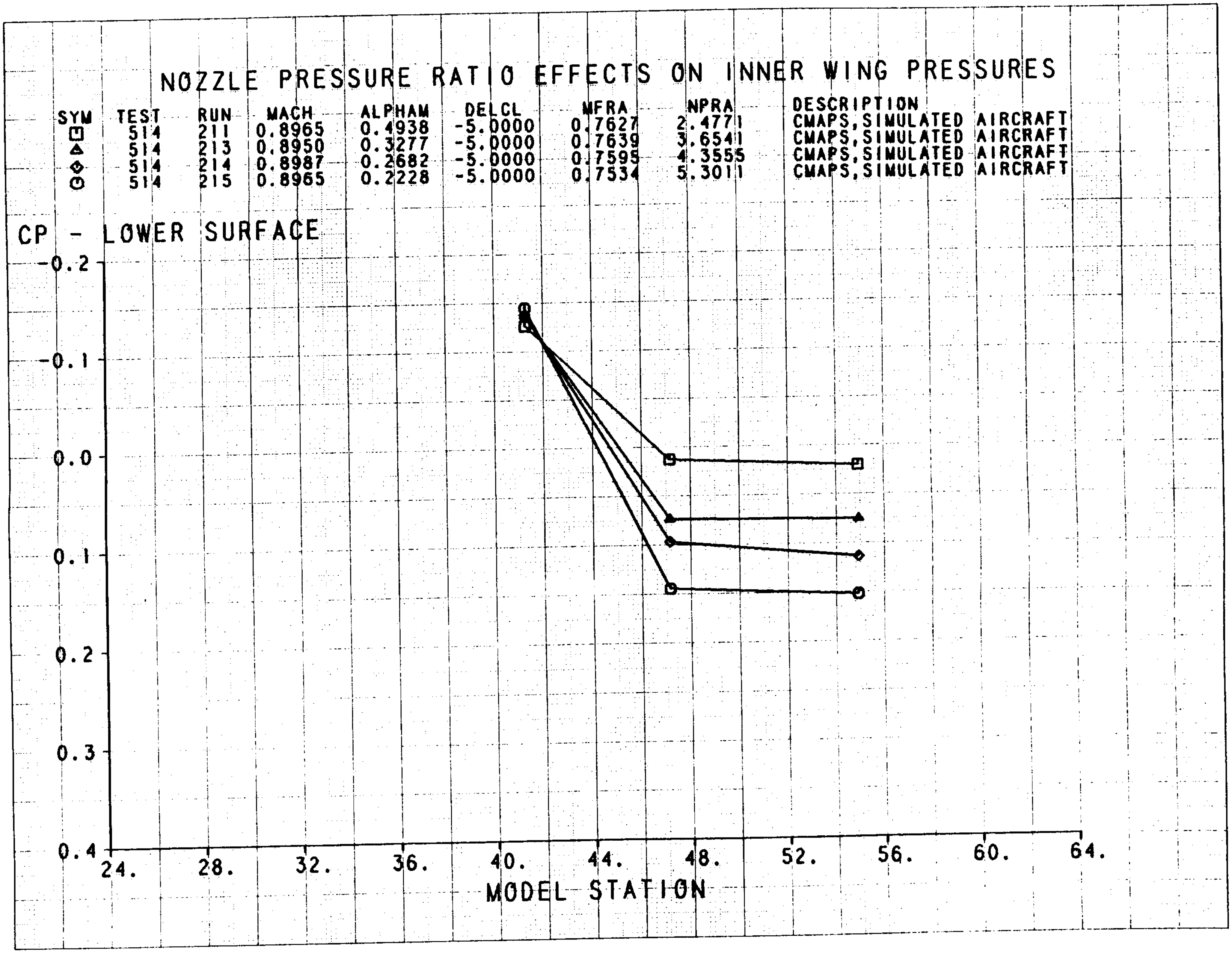
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 211 0.8965 0.4938 -5.0000 0.7627 2.4771 CMAPS,SIMULATED AIRCRAFT
△ 514 213 0.8950 0.3277 -5.0000 0.7639 3.6541 CMAPS,SIMULATED AIRCRAFT
◇ 514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
○ 514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
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24.
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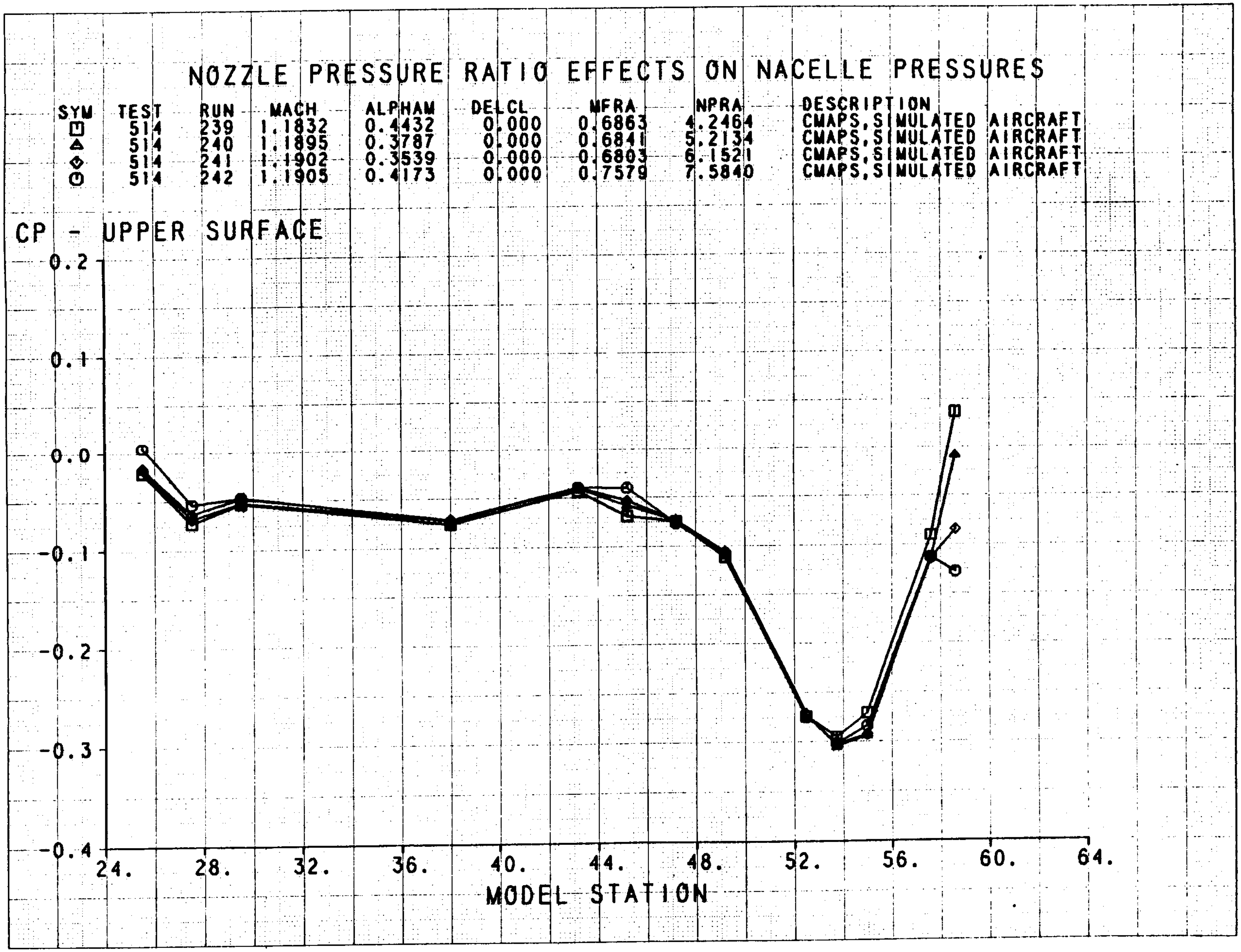
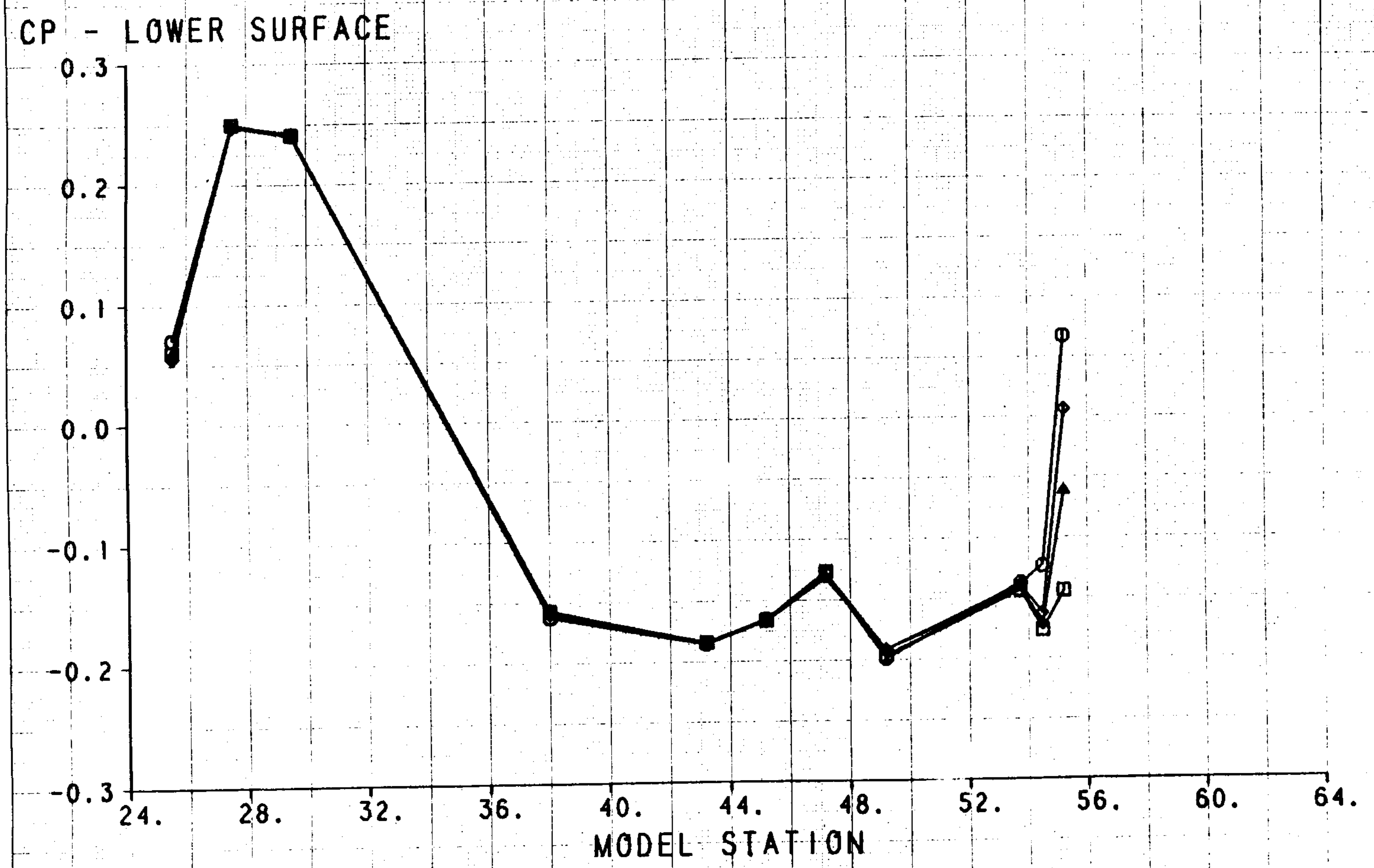
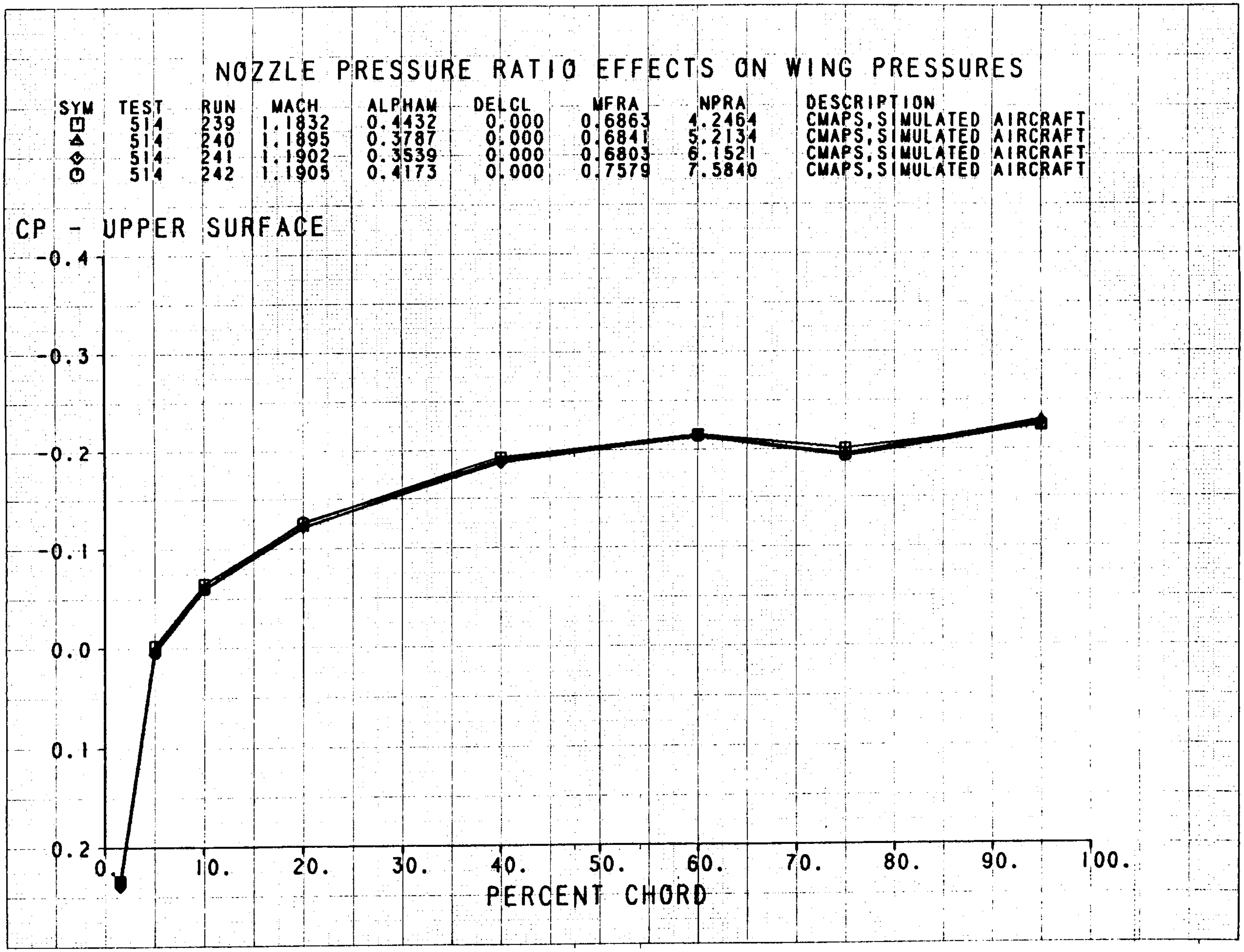
60.
64.
MODEL STATION

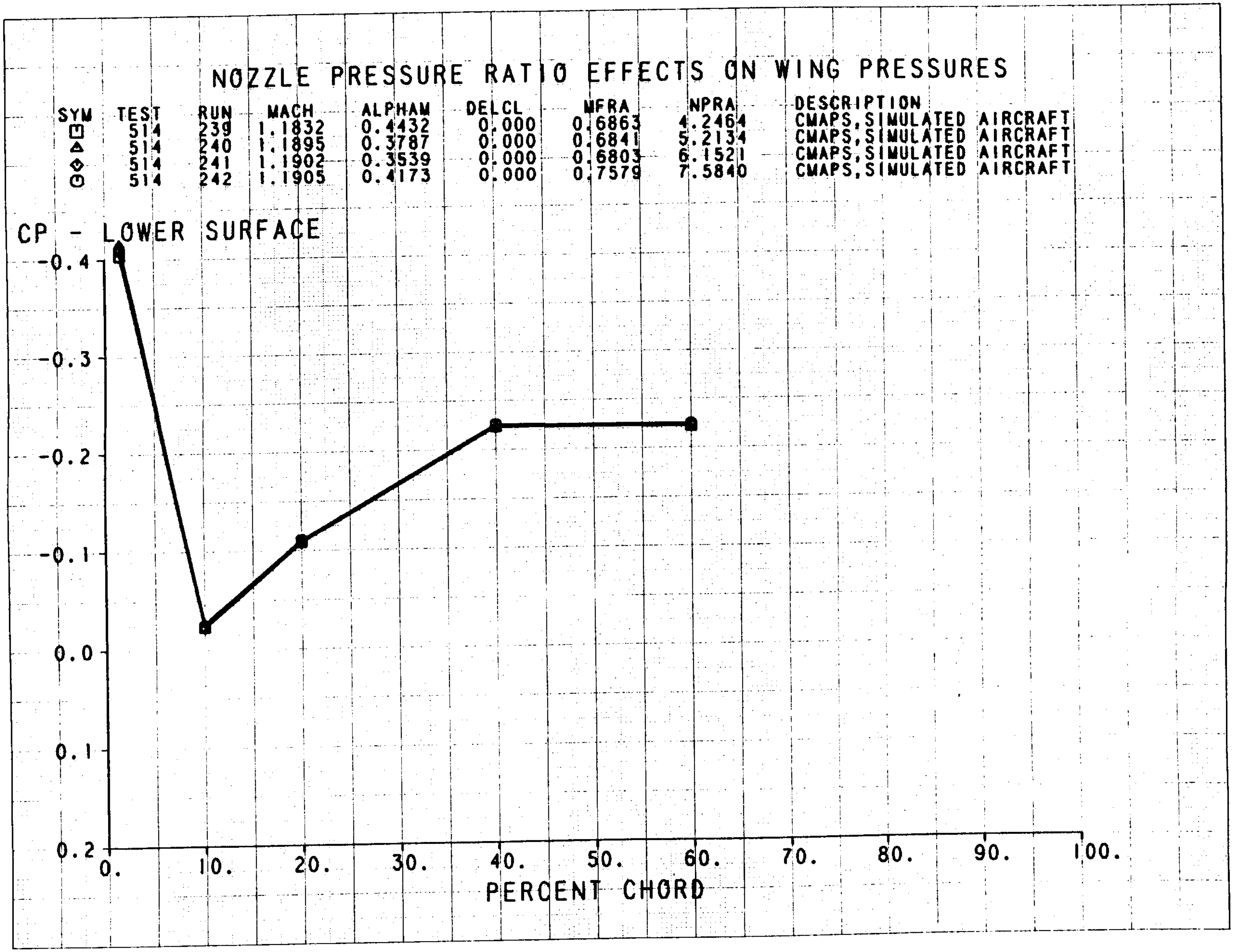

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 239 1.1832 0.4432 0.000 0.6863 4.2464 CMAPS,SIMULATED AIRCRAFT
△ 514 240 1.1895 0.3787 0.000 0.6841 5.2134 CMAPS,SIMULATED AIRCRAFT
◇ 514 241 1.1902 0.3539 0.000 0.6803 6.1521 CMAPS,SIMULATED AIRCRAFT
○ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

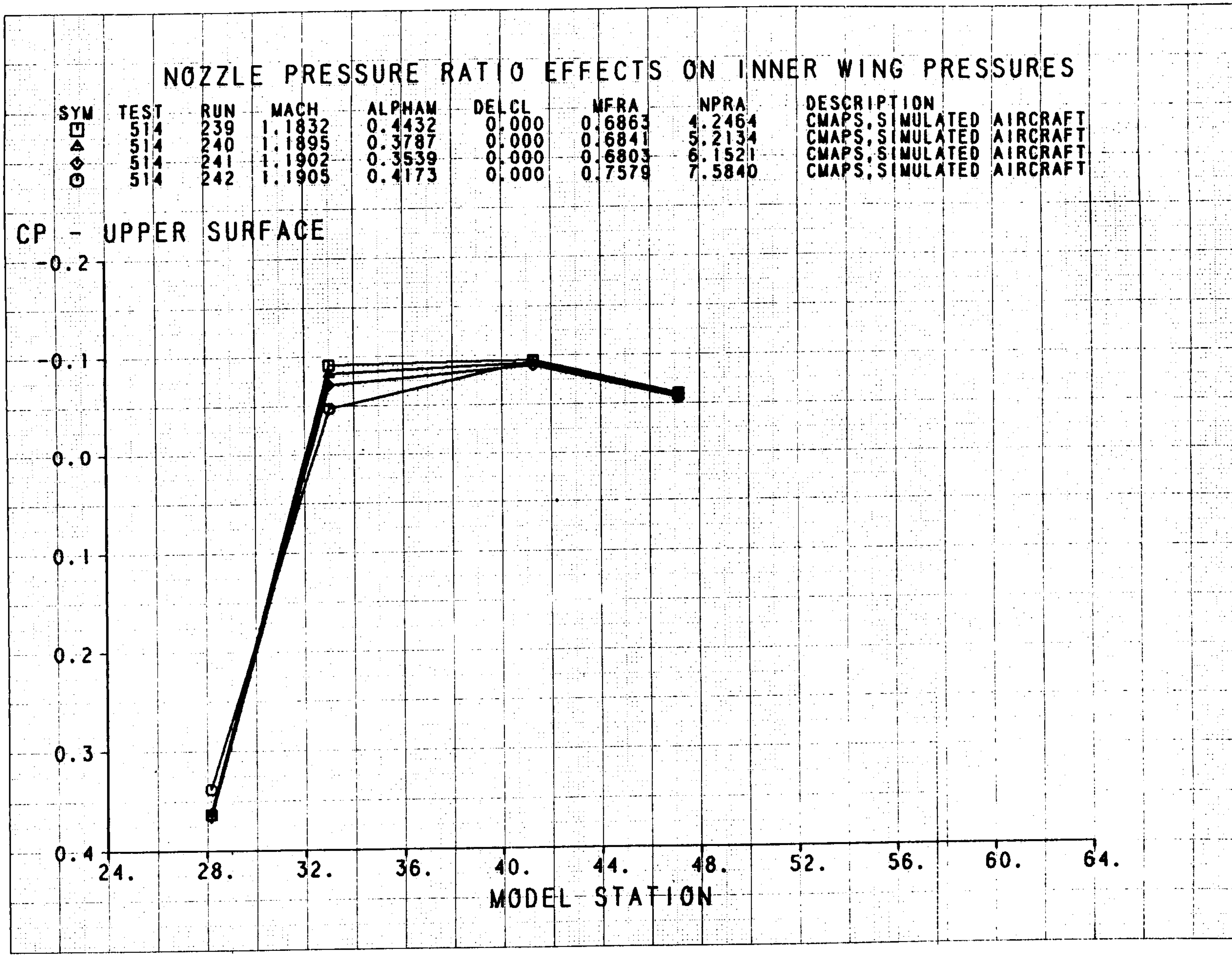
NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	239	1.1832	0.4432	0.000	0.6863	4.2464	CMAPS, SIMULATED AIRCRAFT
△	514	240	1.1895	0.3787	0.000	0.6841	5.2134	CMAPS, SIMULATED AIRCRAFT
◇	514	241	1.1902	0.3539	0.000	0.6803	6.1521	CMAPS, SIMULATED AIRCRAFT
○	514	242	1.1905	0.4173	0.000	0.7579	7.5840	CMAPS, SIMULATED AIRCRAFT




NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 239 1.1832 0.4432 0.000 0.6863 4.2464 CMAPS,SIMULATED AIRCRAFT
514 240 1.1895 0.3787 0.000 0.6841 5.2134 CMAPS,SIMULATED AIRCRAFT
514 241 1.1902 0.3539 0.000 0.6803 6.1521 CMAPS,SIMULATED AIRCRAFT
514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 239 1.1832 0.4432 0.000 0.6863 4.2464 CMAPS,SIMULATED AIRCRAFT
514 240 1.1895 0.3787 0.000 0.6841 5.2134 CMAPS,SIMULATED AIRCRAFT
514 241 1.1902 0.3539 0.000 0.6803 6.1521 CMAPS,SIMULATED AIRCRAFT
514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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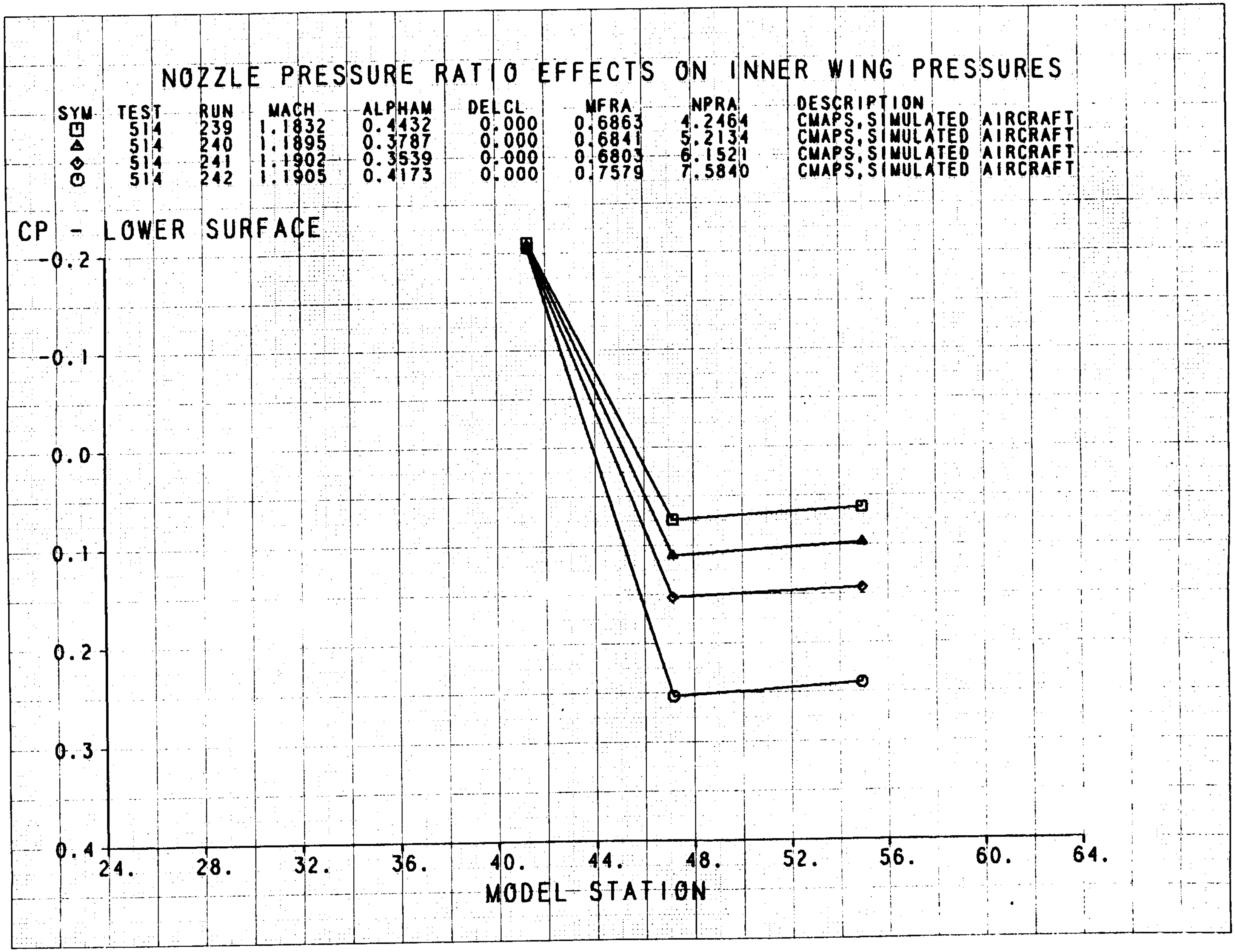
△ 514 240 1.1895 0.3787 0.000 0.6841 5.2134 CMAPS,SIMULATED AIRCRAFT
◇ 514 241 1.1902 0.3539 0.000 0.6803 6.1521 CMAPS,SIMULATED AIRCRAFT
○ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 240 1.1895 0.3787 0.000 0.6841 5.2134 CMAPS,SIMULATED AIRCRAFT
◇ 514 241 1.1902 0.3539 0.000 0.6803 6.1521 CMAPS,SIMULATED AIRCRAFT
⊙ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
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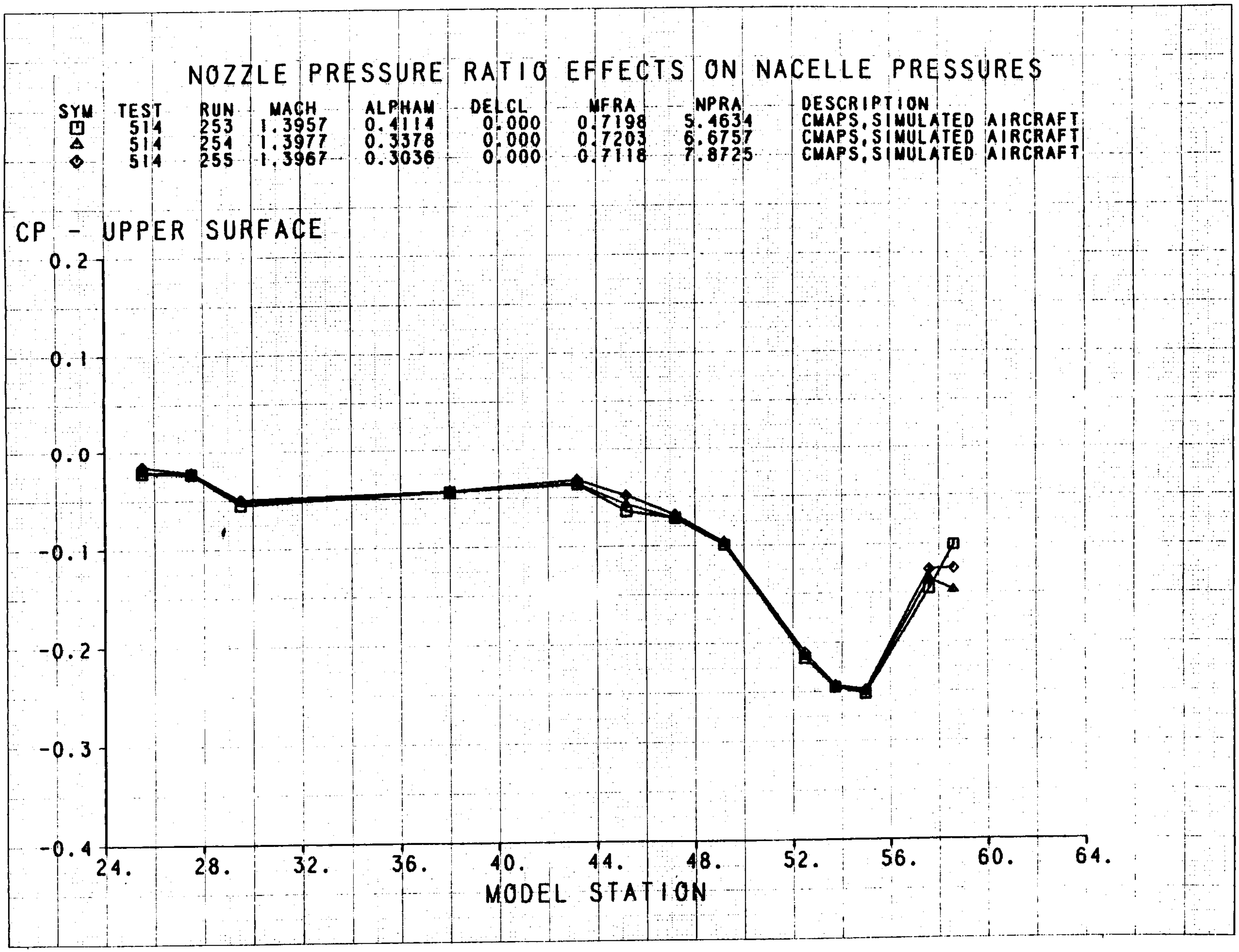
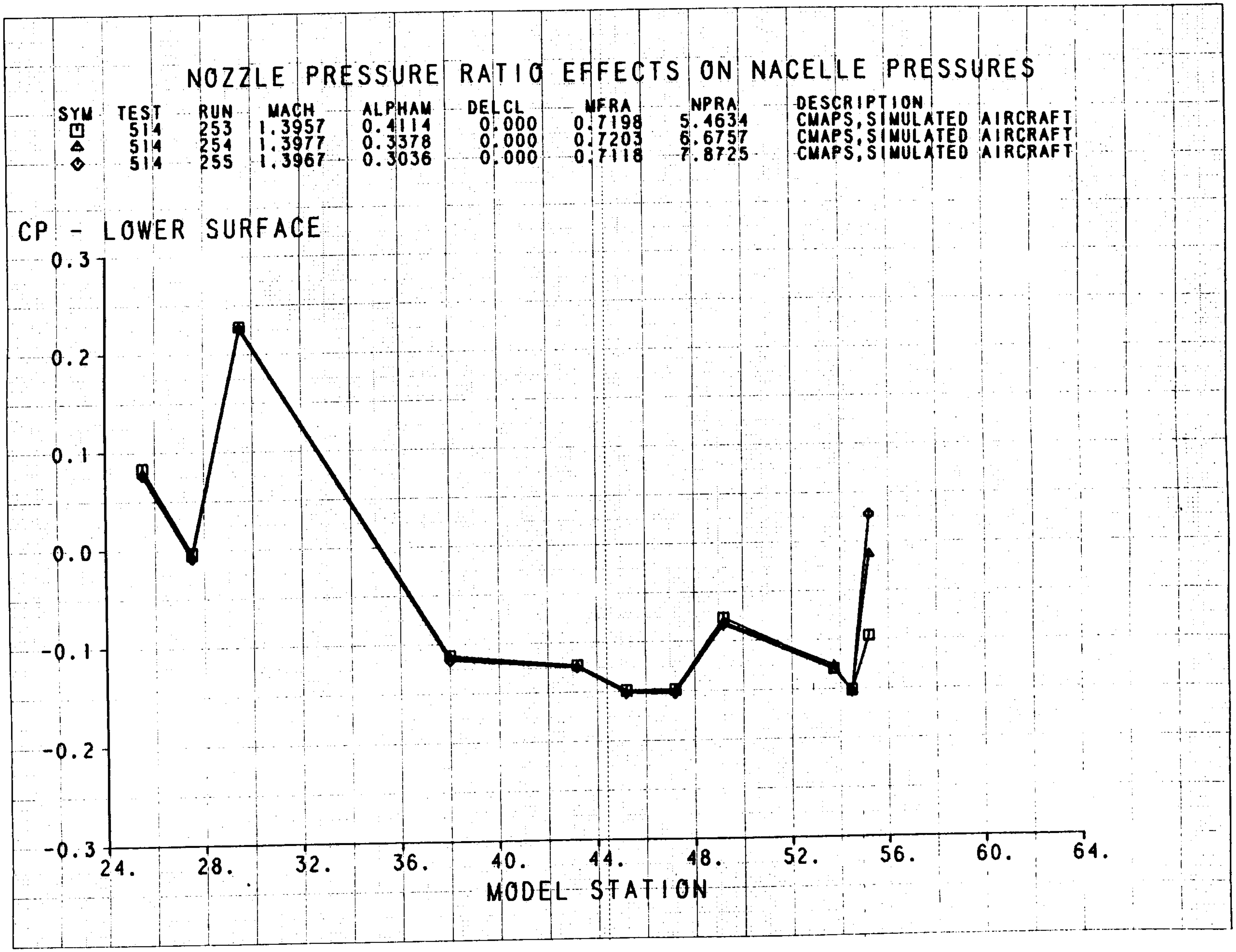
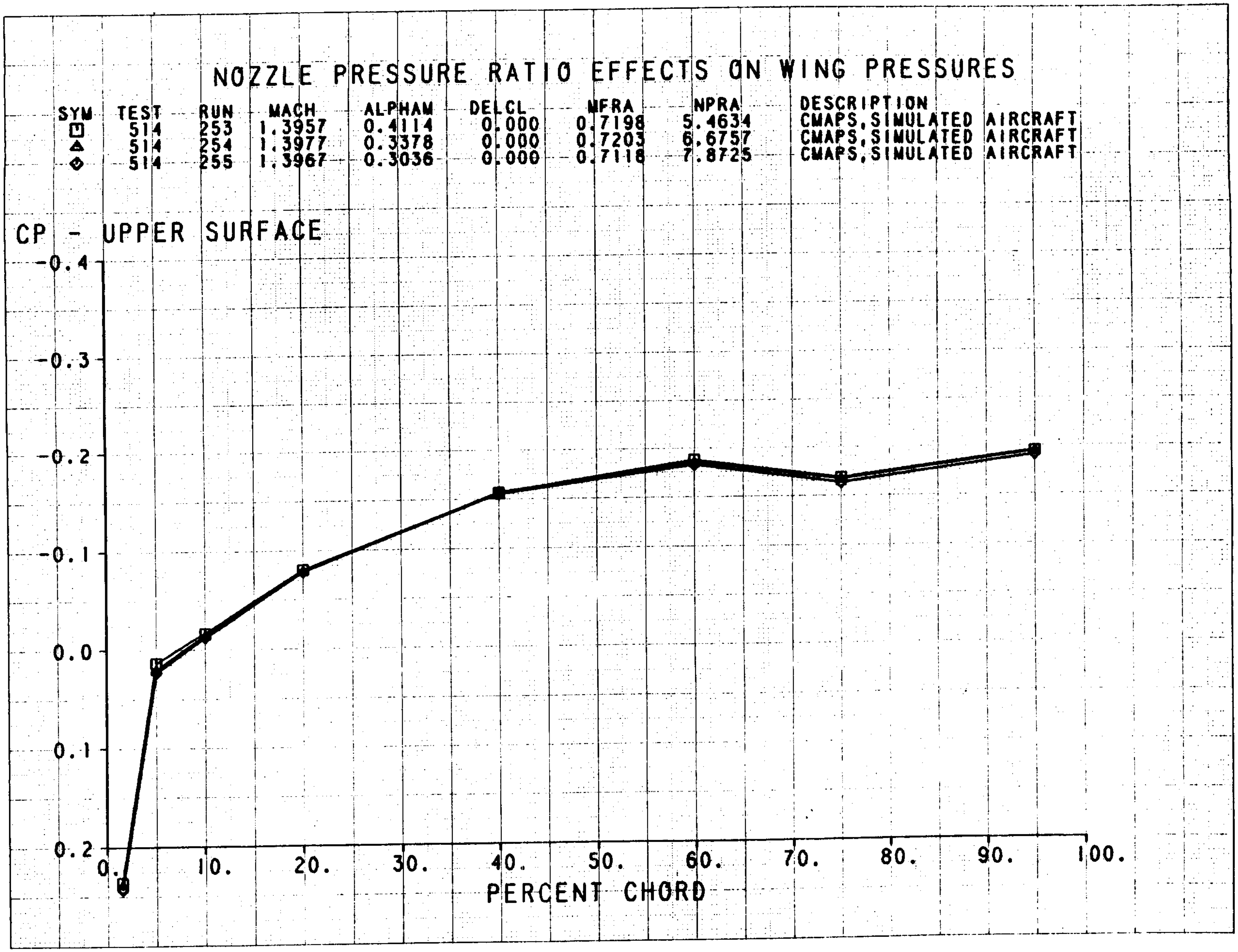
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 253 1.3957 0.4114 0.000 0.7198 5.4634 CMAPS,SIMULATED AIRCRAFT
△ 514 254 1.3977 0.3378 0.000 0.7203 6.6757 CMAPS,SIMULATED AIRCRAFT
◇ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 253 1.3957 0.4114 0.000 0.7198 5.4634 CMAPS,SIMULATED AIRCRAFT
△ 514 254 1.3977 0.3378 0.000 0.7203 6.6757 CMAPS,SIMULATED AIRCRAFT
◇ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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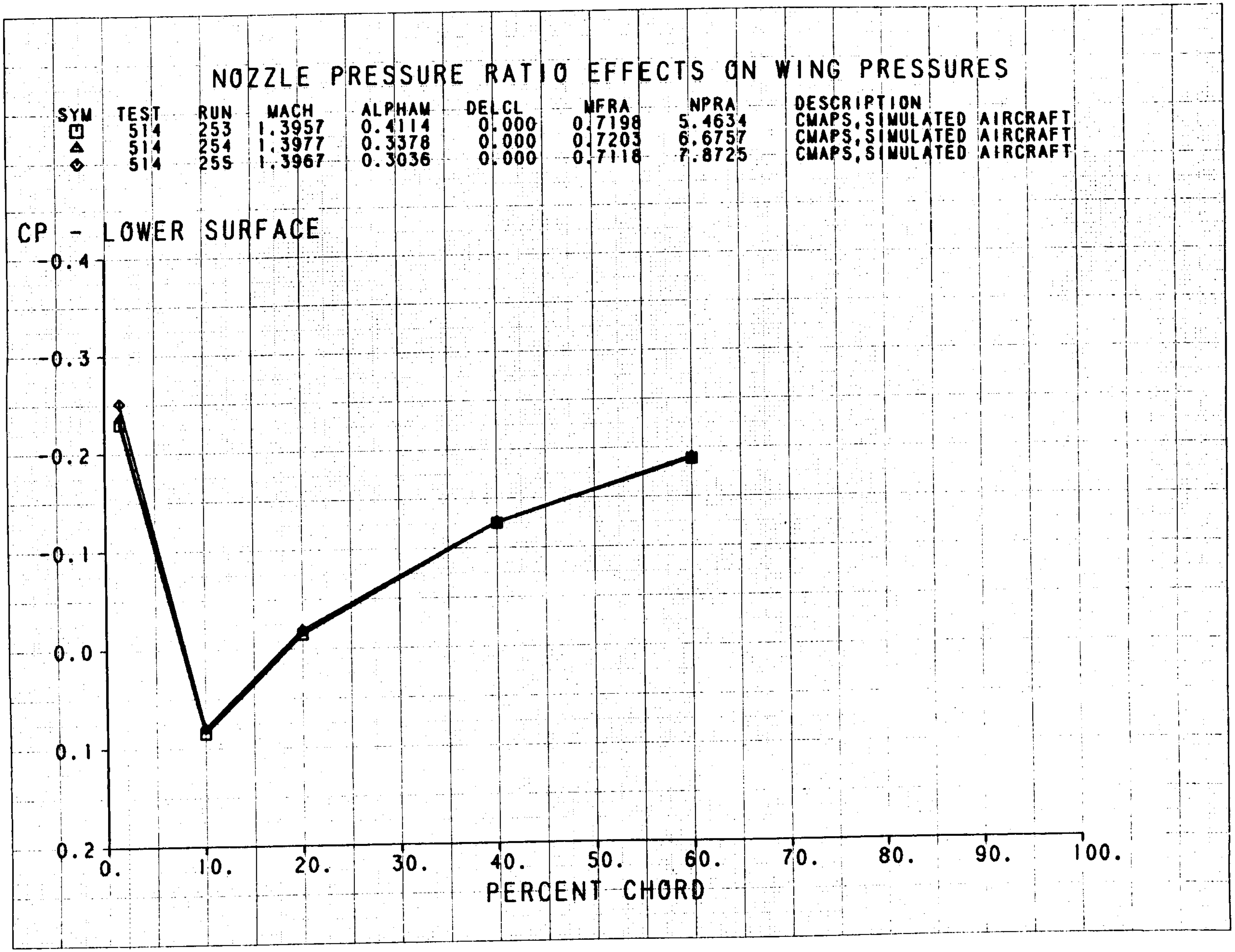
△ 514 254 1.3977 0.3378 0.000 0.7203 6.6757 CMAPS,SIMULATED AIRCRAFT
◇ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 253 1.3957 0.4114 0.000 0.7198 5.4634 CMAPS,SIMULATED AIRCRAFT
△ 514 254 1.3977 0.3378 0.000 0.7203 6.6757 CMAPS,SIMULATED AIRCRAFT
◇ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
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10.
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30.
40.
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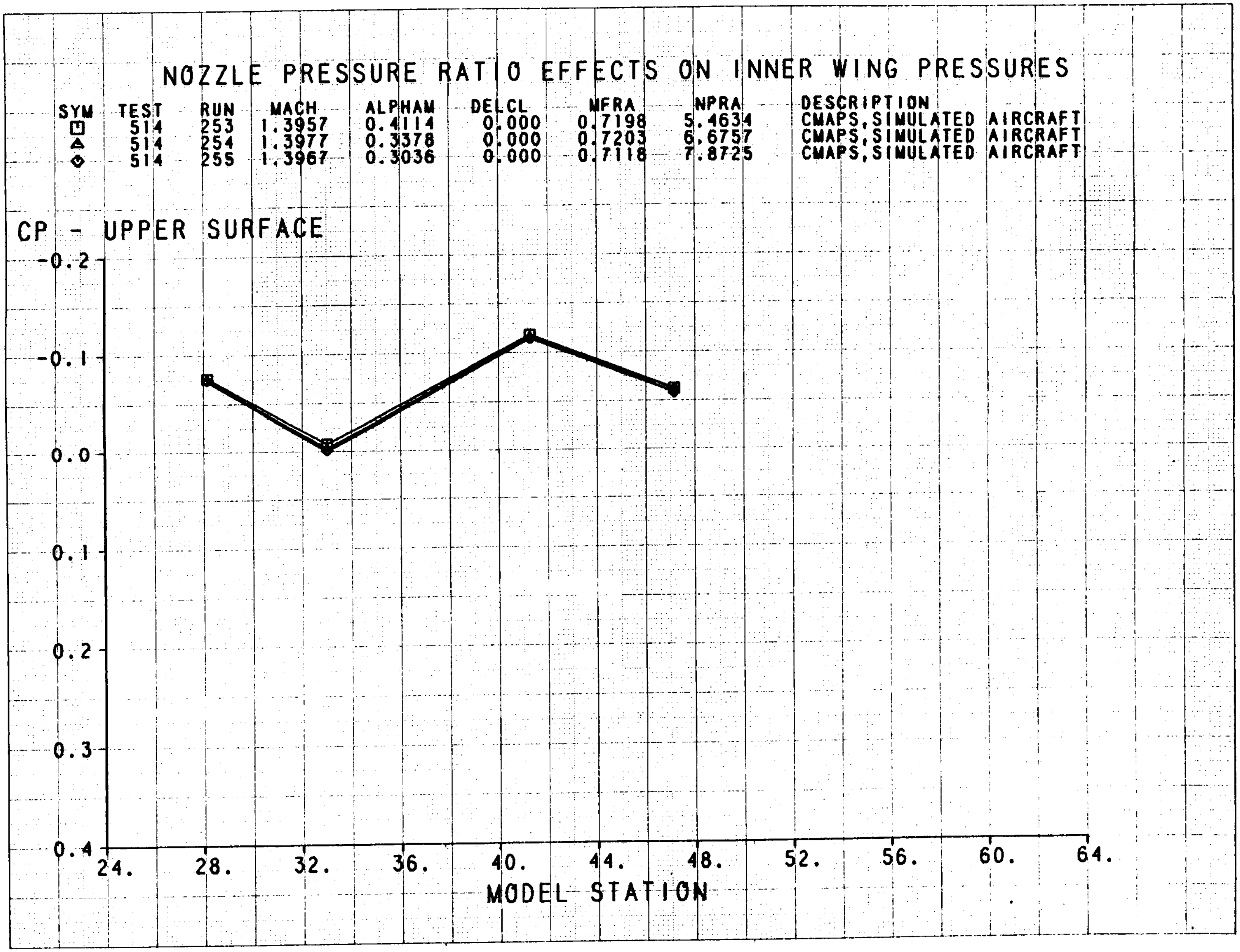
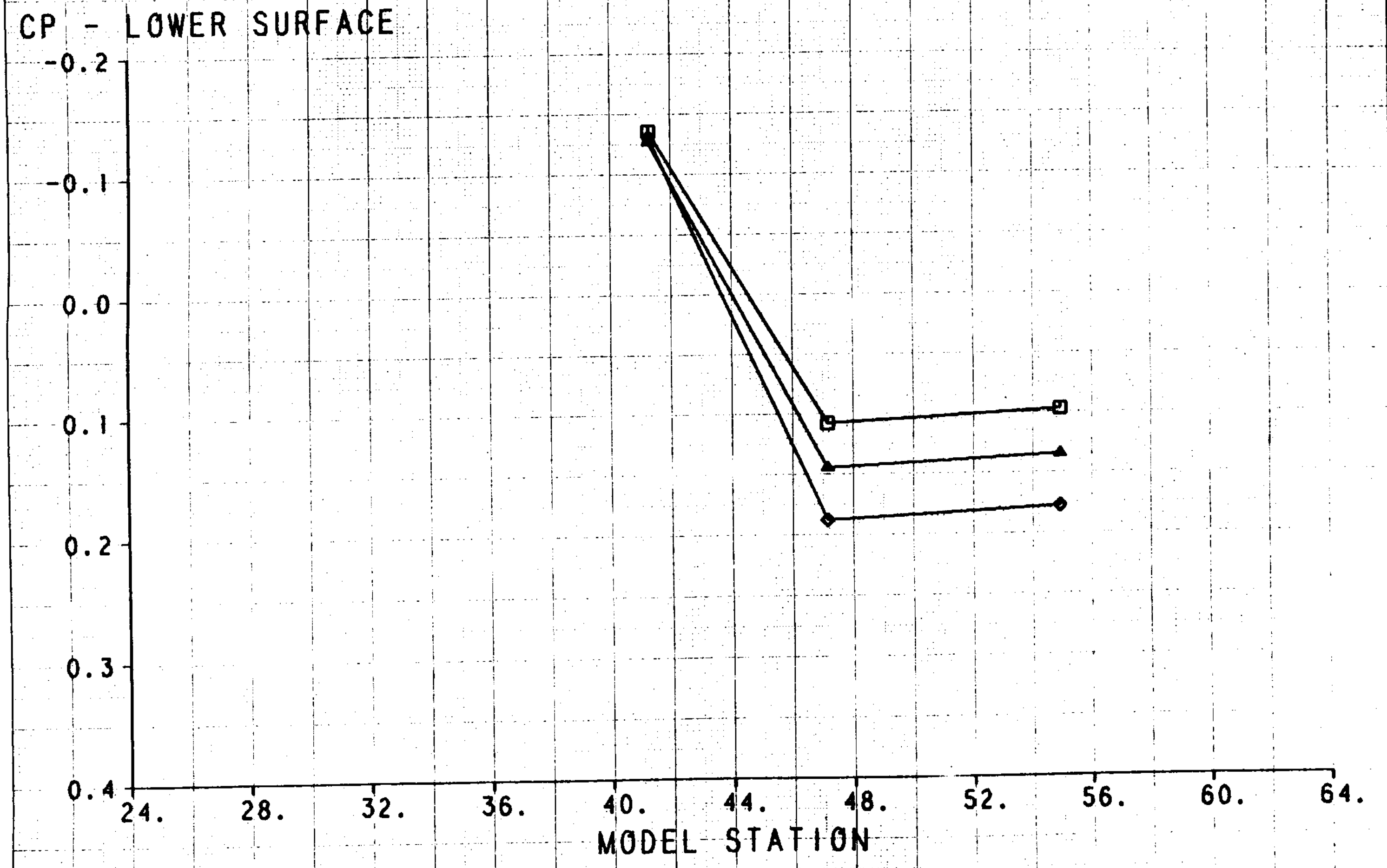
70.
80.
90.
100.
PERCENT CHORD

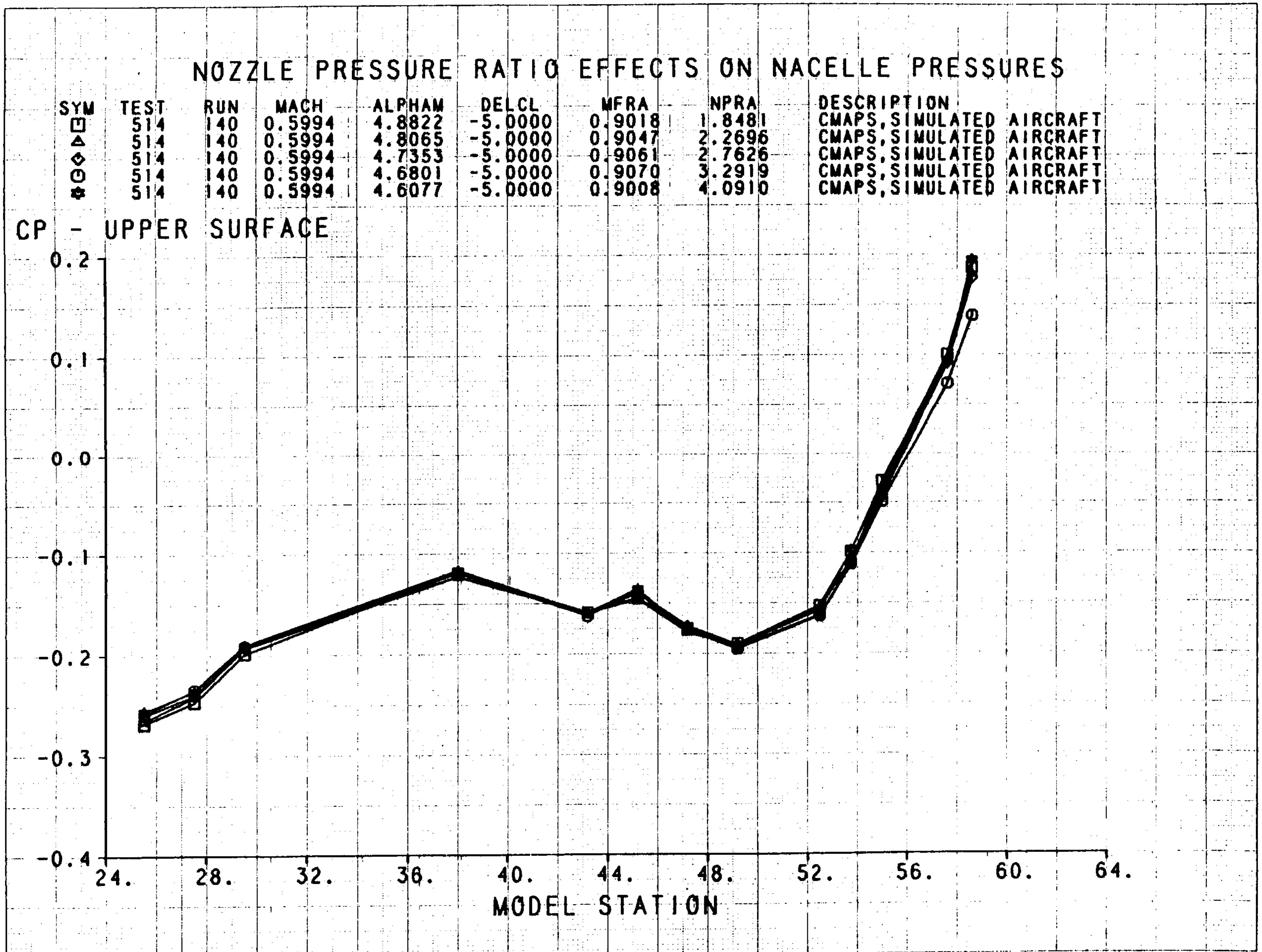


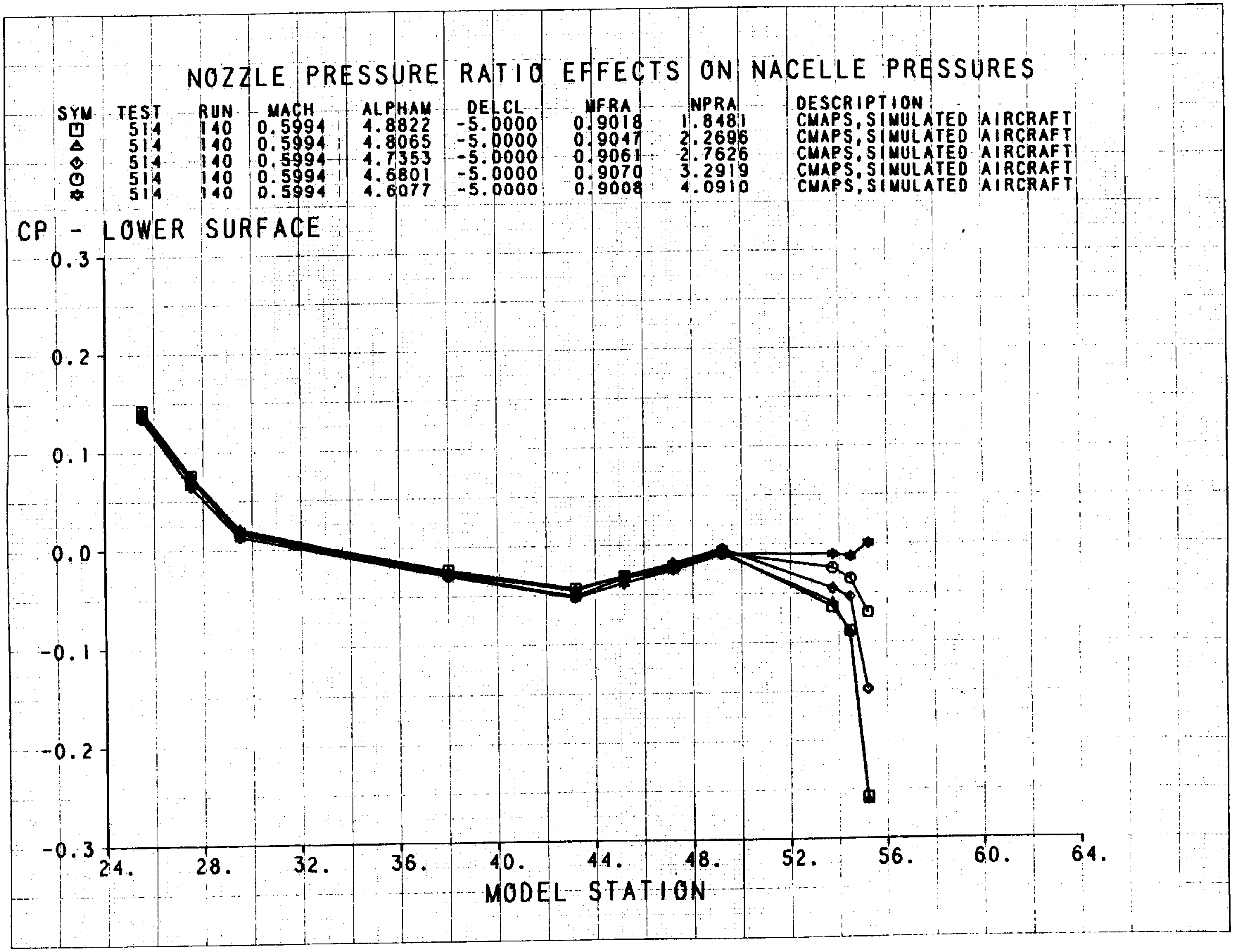
NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 253 1.3957 0.4114 0.000 0.7198 5.4634 CMAPS,SIMULATED AIRCRAFT
514 254 1.3977 0.3378 0.000 0.7203 6.6757 CMAPS,SIMULATED AIRCRAFT
514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

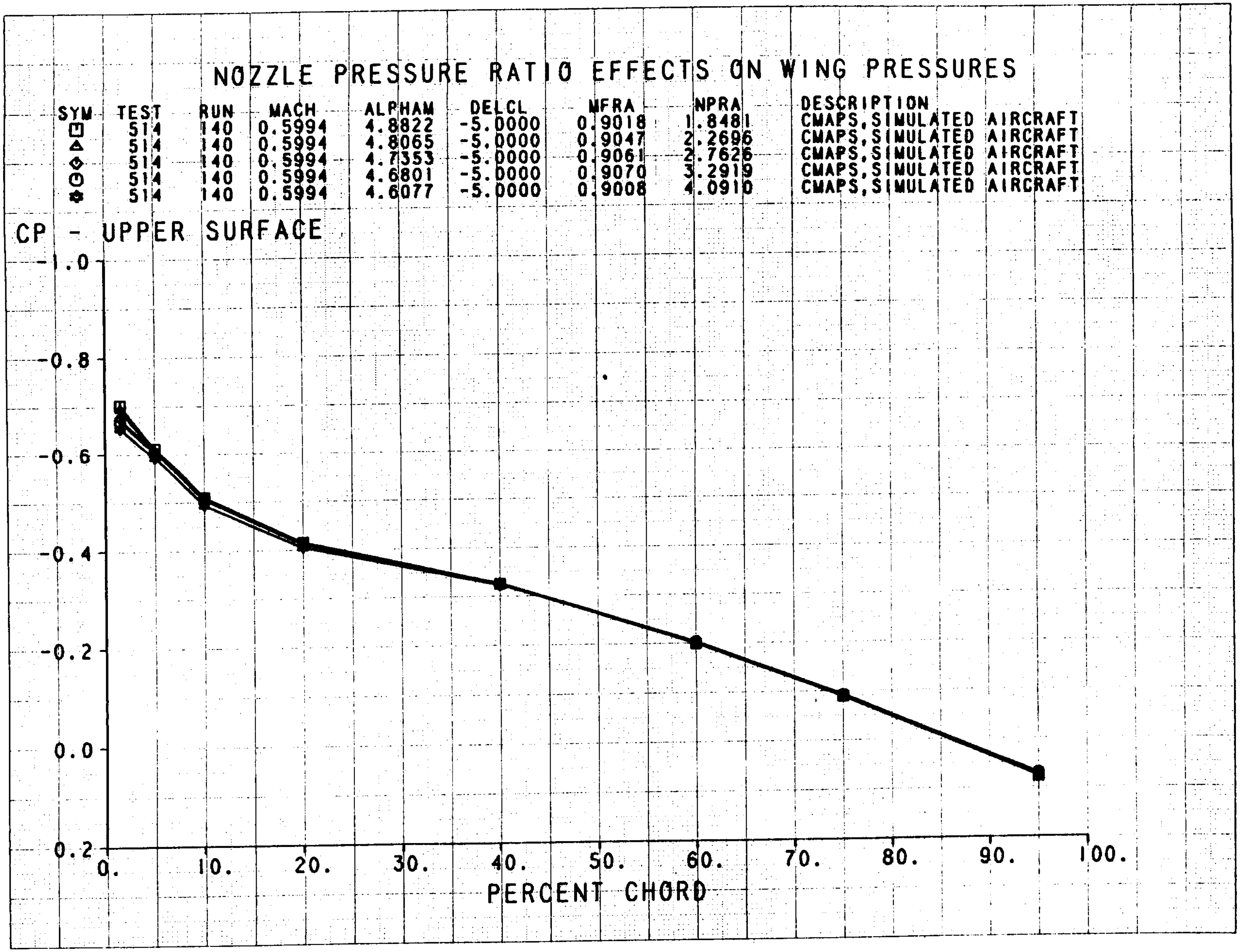
NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	253	1.3957	0.4114	0.000	0.7198	5.4634	CMAPS,SIMULATED AIRCRAFT
△	514	254	1.3977	0.3378	0.000	0.7203	6.6757	CMAPS,SIMULATED AIRCRAFT
◇	514	255	1.3967	0.3036	0.000	0.7118	7.8725	CMAPS,SIMULATED AIRCRAFT




NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 140 0.5994 4.8822 -5.0000 0.9018 1.8481 CMAPS,SIMULATED AIRCRAFT
514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
514 140 0.5994 4.7353 -5.0000 0.9061 2.7626 CMAPS,SIMULATED AIRCRAFT
514 140 0.5994 4.6801 -5.0000 0.9070 3.2919 CMAPS,SIMULATED AIRCRAFT
514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 140 0.5994 4.8822 -5.0000 0.9018 1.8481 CMAPS,SIMULATED AIRCRAFT
△ 514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
◇ 514 140 0.5994 4.7353 -5.0000 0.9061 2.7626 CMAPS,SIMULATED AIRCRAFT
○ 514 140 0.5994 4.6801 -5.0000 0.9070 3.2919 CMAPS,SIMULATED AIRCRAFT
✡ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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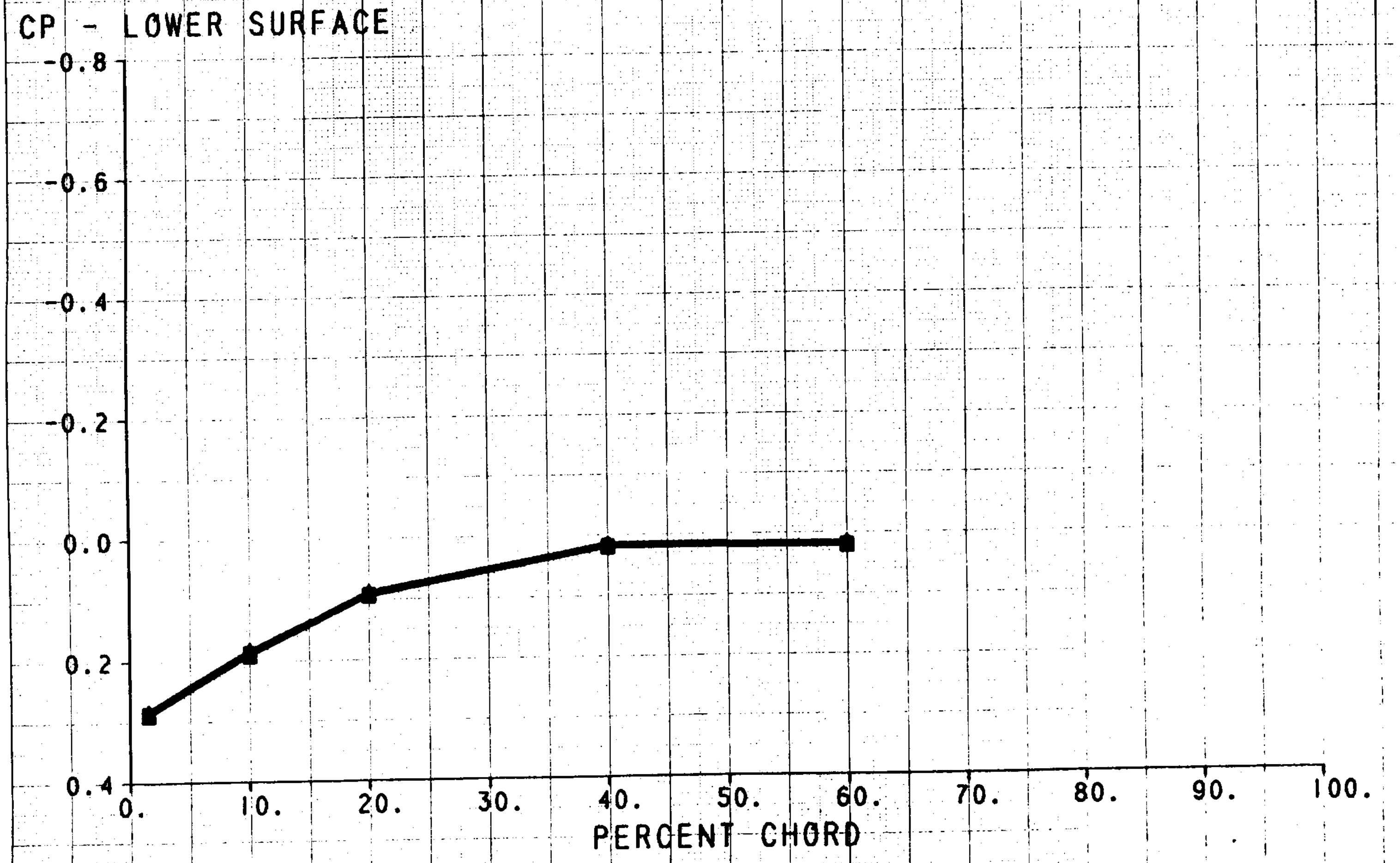
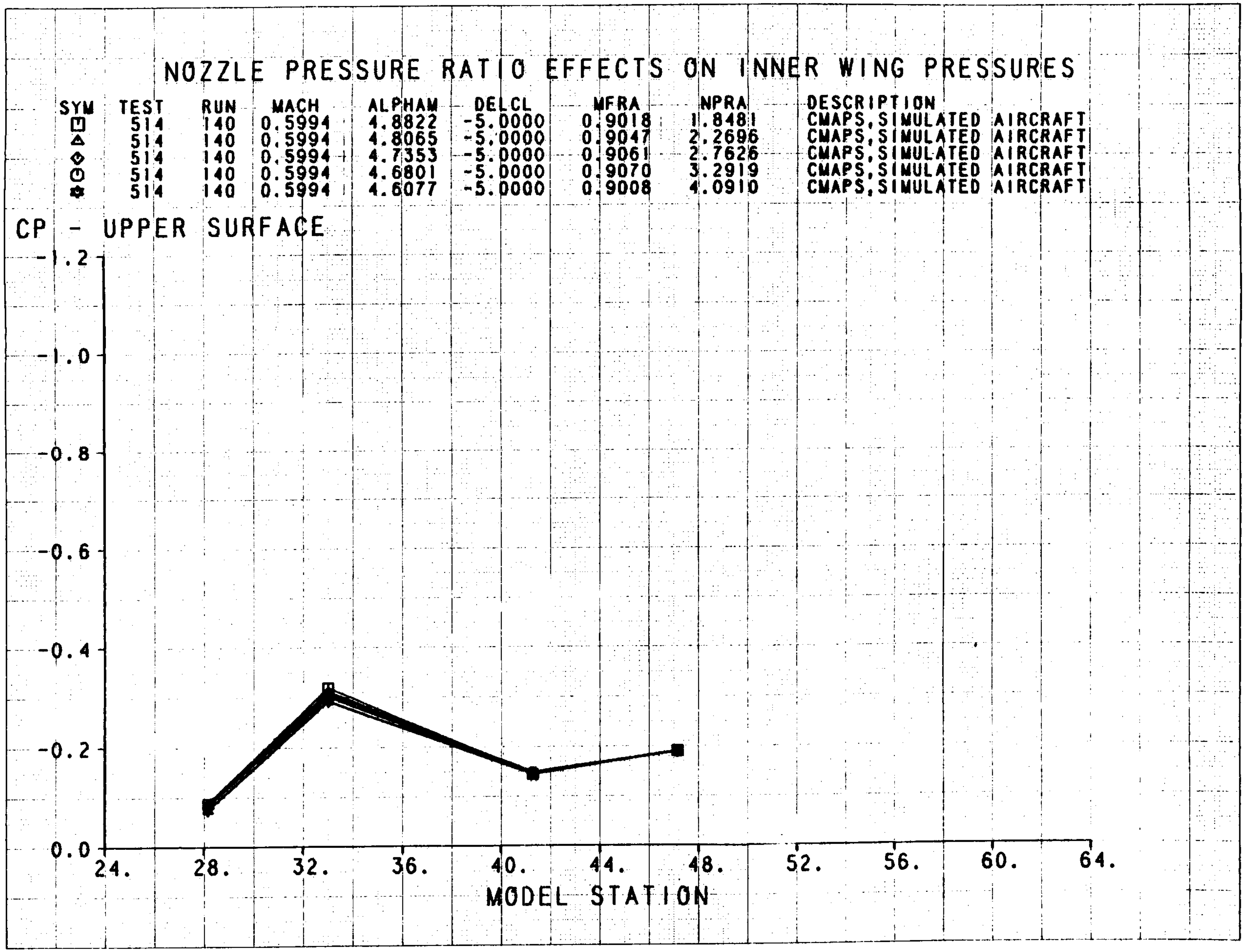
△ 514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
◇ 514 140 0.5994 4.7353 -5.0000 0.9061 2.7626 CMAPS,SIMULATED AIRCRAFT
○ 514 140 0.5994 4.6801 -5.0000 0.9070 3.2919 CMAPS,SIMULATED AIRCRAFT
✲ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	140	0.5994	4.8822	-5.0000	0.9018	1.8481	CMAPS,SIMULATED AIRCRAFT
△	514	140	0.5994	4.8065	-5.0000	0.9047	2.2696	CMAPS,SIMULATED AIRCRAFT
◇	514	140	0.5994	4.7353	-5.0000	0.9061	2.7626	CMAPS,SIMULATED AIRCRAFT
⊙	514	140	0.5994	4.6801	-5.0000	0.9070	3.2919	CMAPS,SIMULATED AIRCRAFT
✲	514	140	0.5994	4.6077	-5.0000	0.9008	4.0910	CMAPS,SIMULATED AIRCRAFT




NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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△ 514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
◇ 514 140 0.5994 4.7353 -5.0000 0.9061 2.7626 CMAPS,SIMULATED AIRCRAFT
⊙ 514 140 0.5994 4.6801 -5.0000 0.9070 3.2919 CMAPS,SIMULATED AIRCRAFT
✲ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.2
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
24.
28.
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36.
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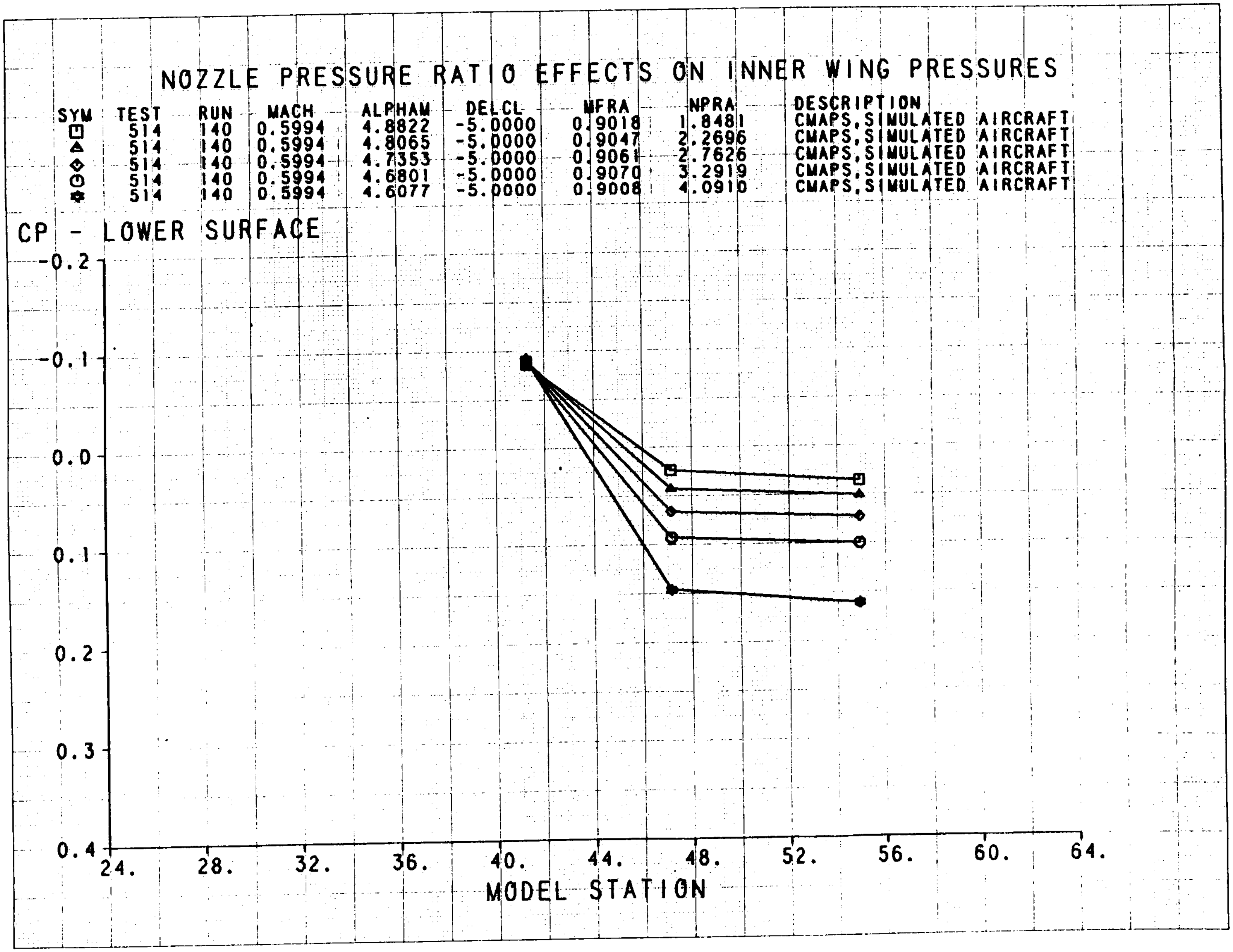
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NFRA NPRA DESCRIPTION
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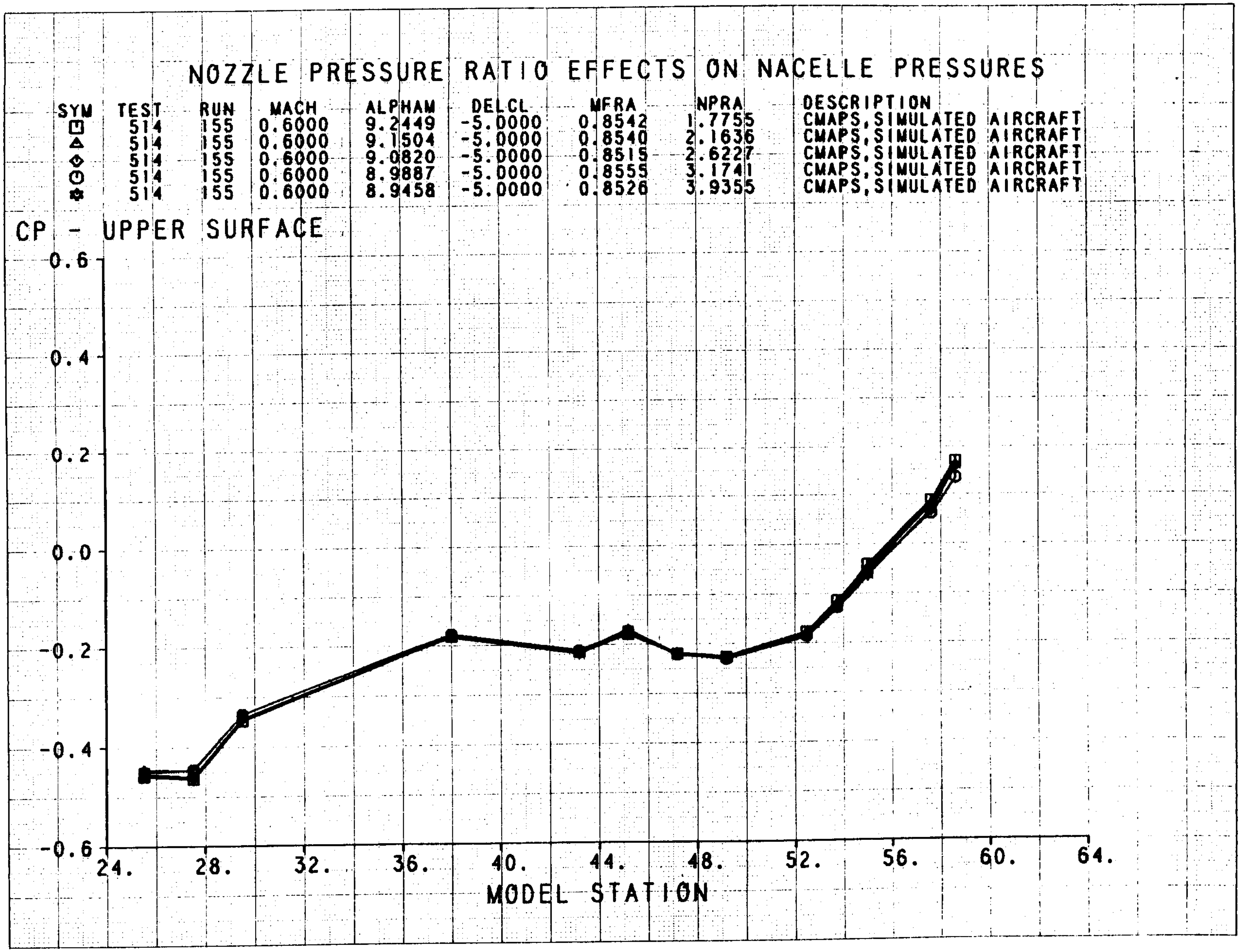
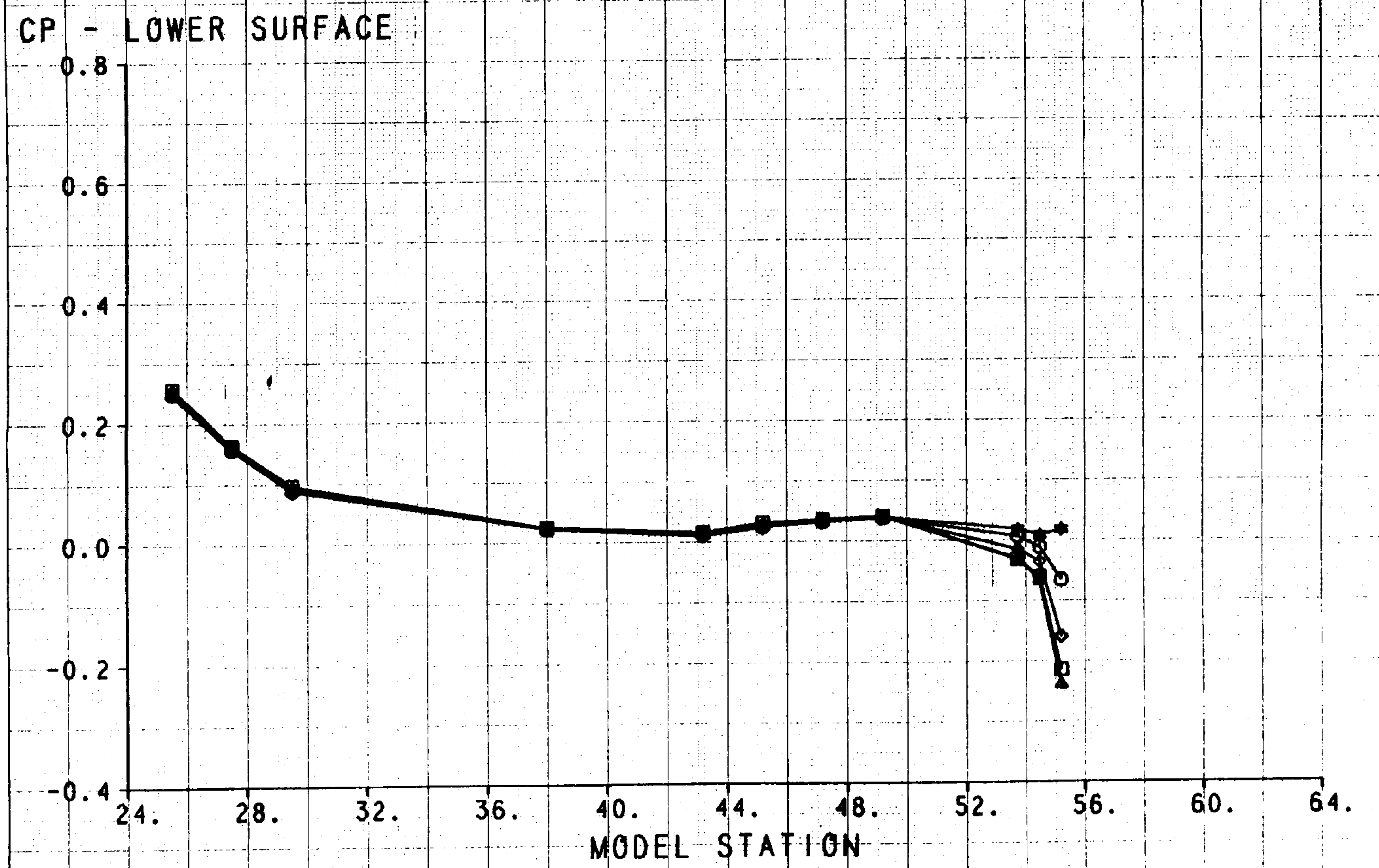
△ 514 140 0.5994 4.8065 -5.0000 0.9047 2.2696 CMAPS,SIMULATED AIRCRAFT
◇ 514 140 0.5994 4.7353 -5.0000 0.9061 2.7626 CMAPS,SIMULATED AIRCRAFT
○ 514 140 0.5994 4.6801 -5.0000 0.9070 3.2919 CMAPS,SIMULATED AIRCRAFT
✱ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 155 0.6000 9.2449 -5.0000 0.8542 1.7755 CMAPS,SIMULATED AIRCRAFT
△ 514 155 0.6000 9.1504 -5.0000 0.8540 2.1636 CMAPS,SIMULATED AIRCRAFT
◇ 514 155 0.6000 9.0820 -5.0000 0.8515 2.6227 CMAPS,SIMULATED AIRCRAFT
○ 514 155 0.6000 8.9887 -5.0000 0.8555 3.1741 CMAPS,SIMULATED AIRCRAFT
✲ 514 155 0.6000 8.9458 -5.0000 0.8526 3.9355 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.6
0.4
0.2
0.0
-0.2
-0.4
-0.6
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	155	0.6000	9.2449	-5.0000	0.8542	1.7755	CMAPS,SIMULATED AIRCRAFT
△	514	155	0.6000	9.1504	-5.0000	0.8540	2.1636	CMAPS,SIMULATED AIRCRAFT
◇	514	155	0.6000	9.0820	-5.0000	0.8515	2.6227	CMAPS,SIMULATED AIRCRAFT
○	514	155	0.6000	8.9887	-5.0000	0.8555	3.1741	CMAPS,SIMULATED AIRCRAFT
✱	514	155	0.6000	8.9458	-5.0000	0.8526	3.9355	CMAPS,SIMULATED AIRCRAFT



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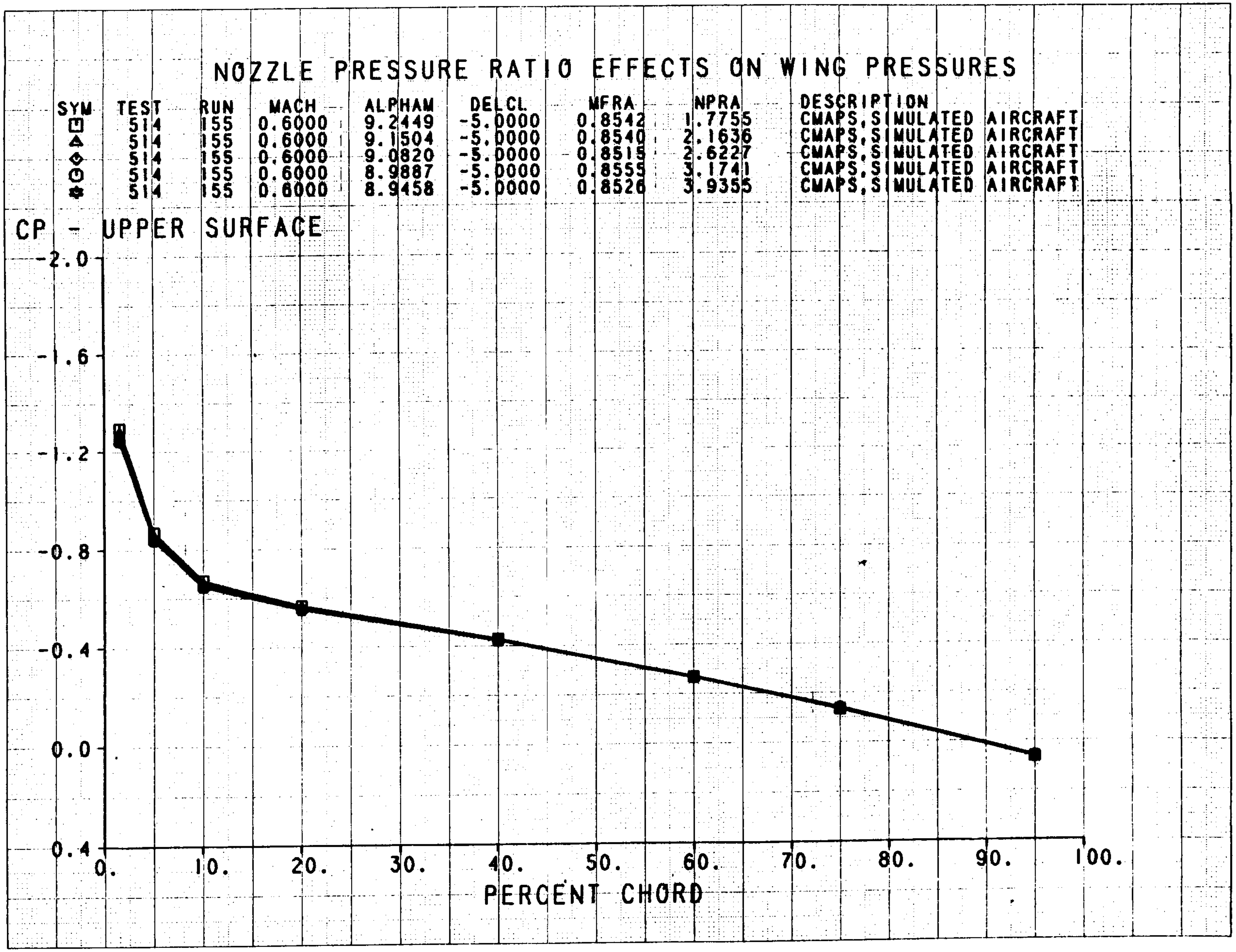
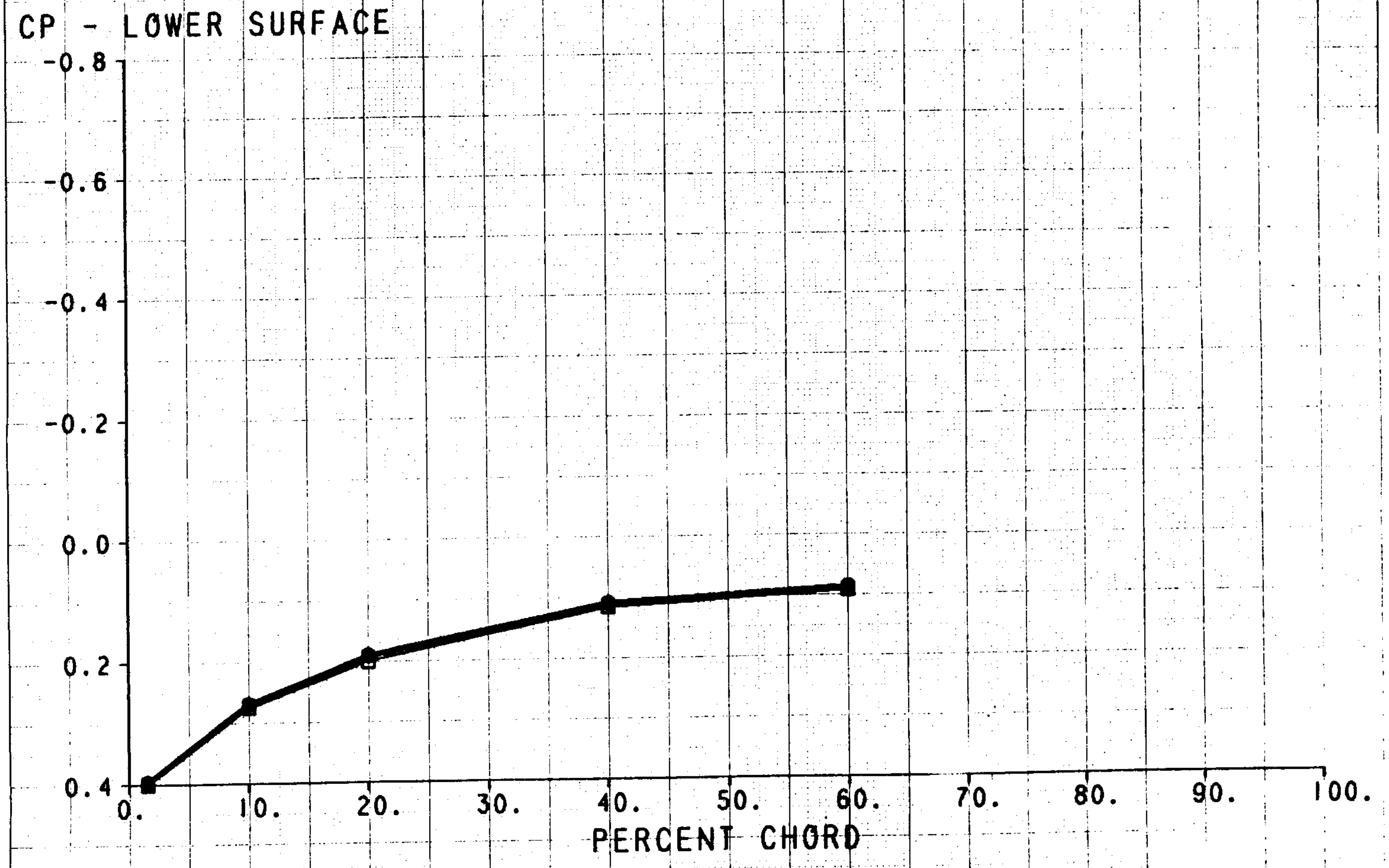
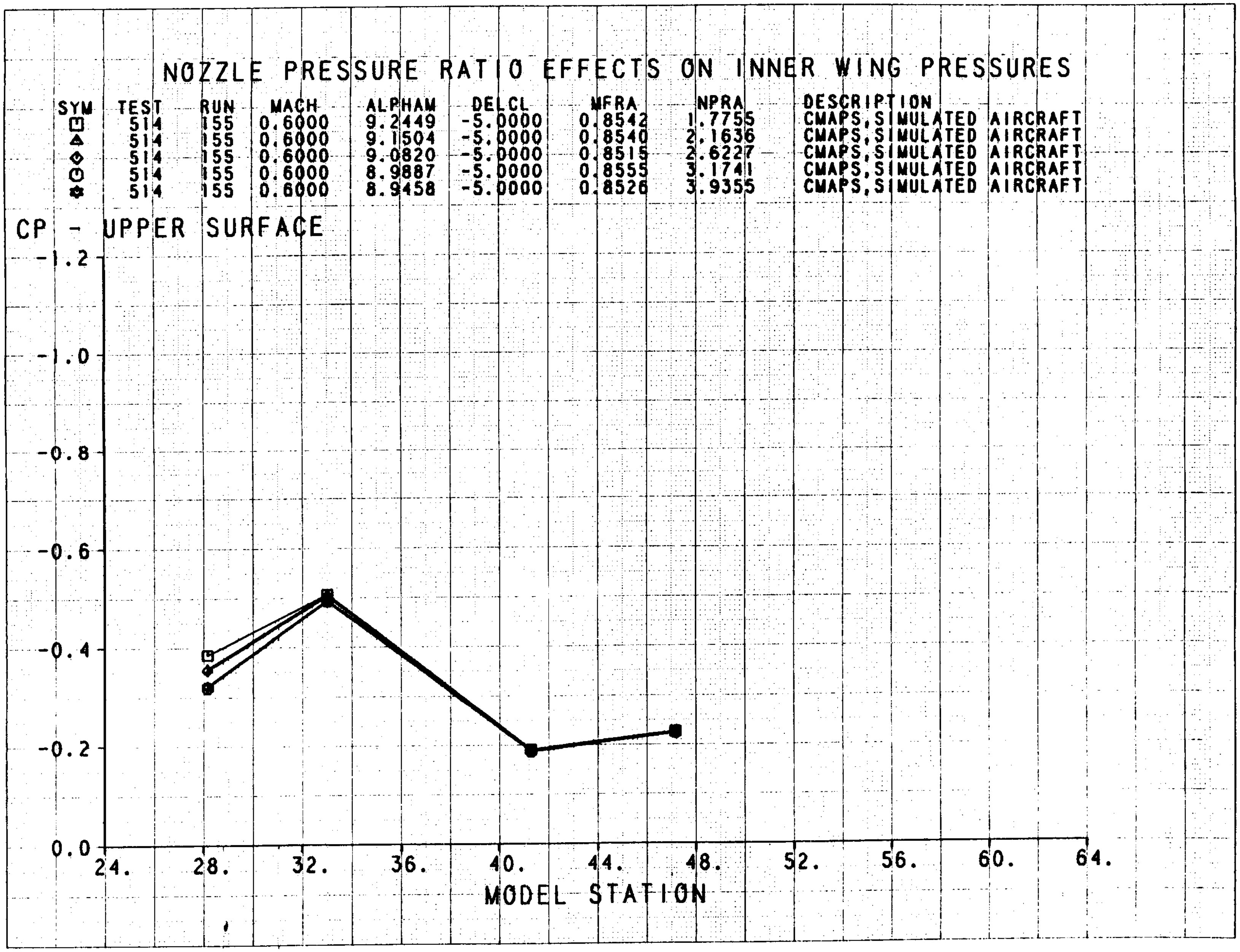
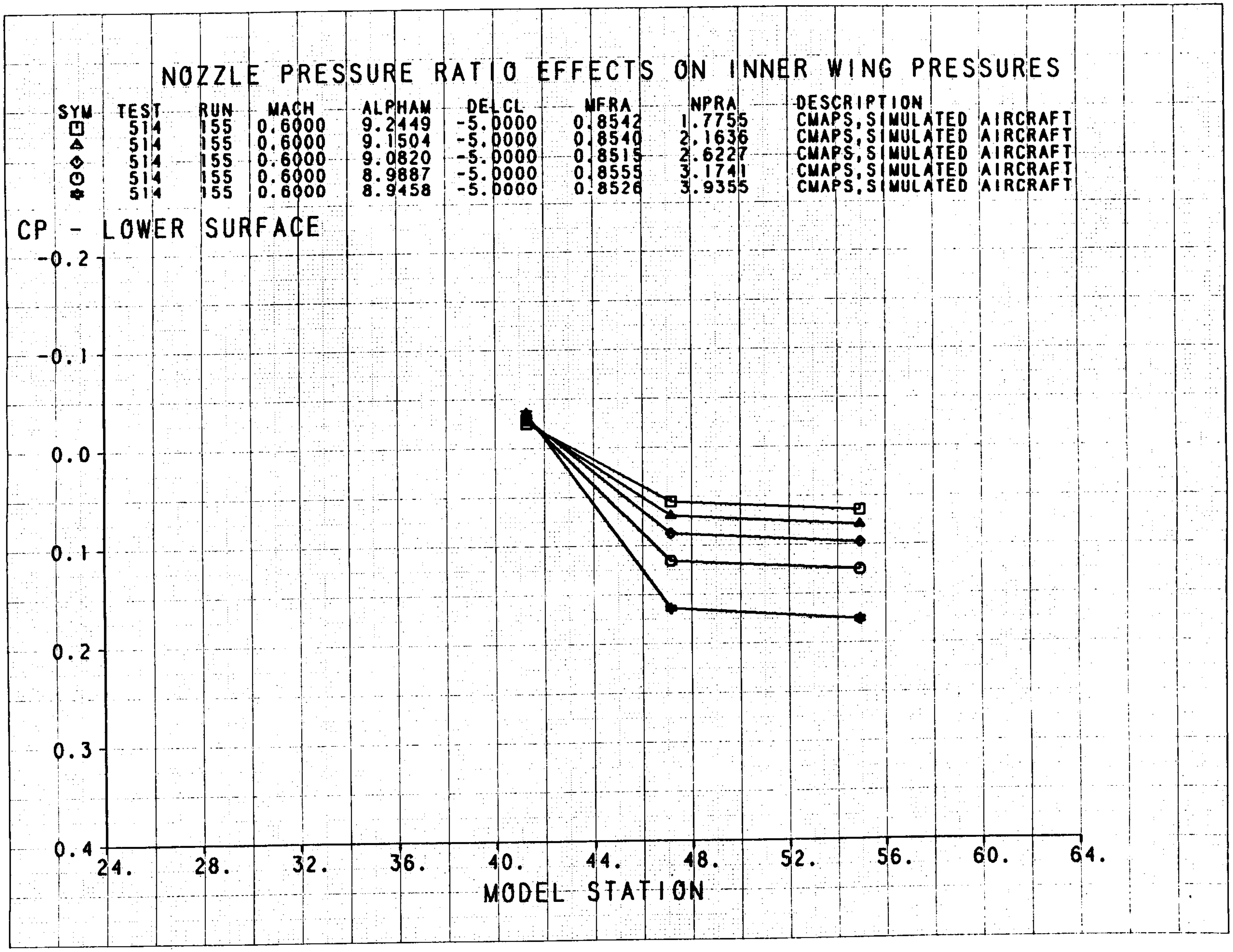


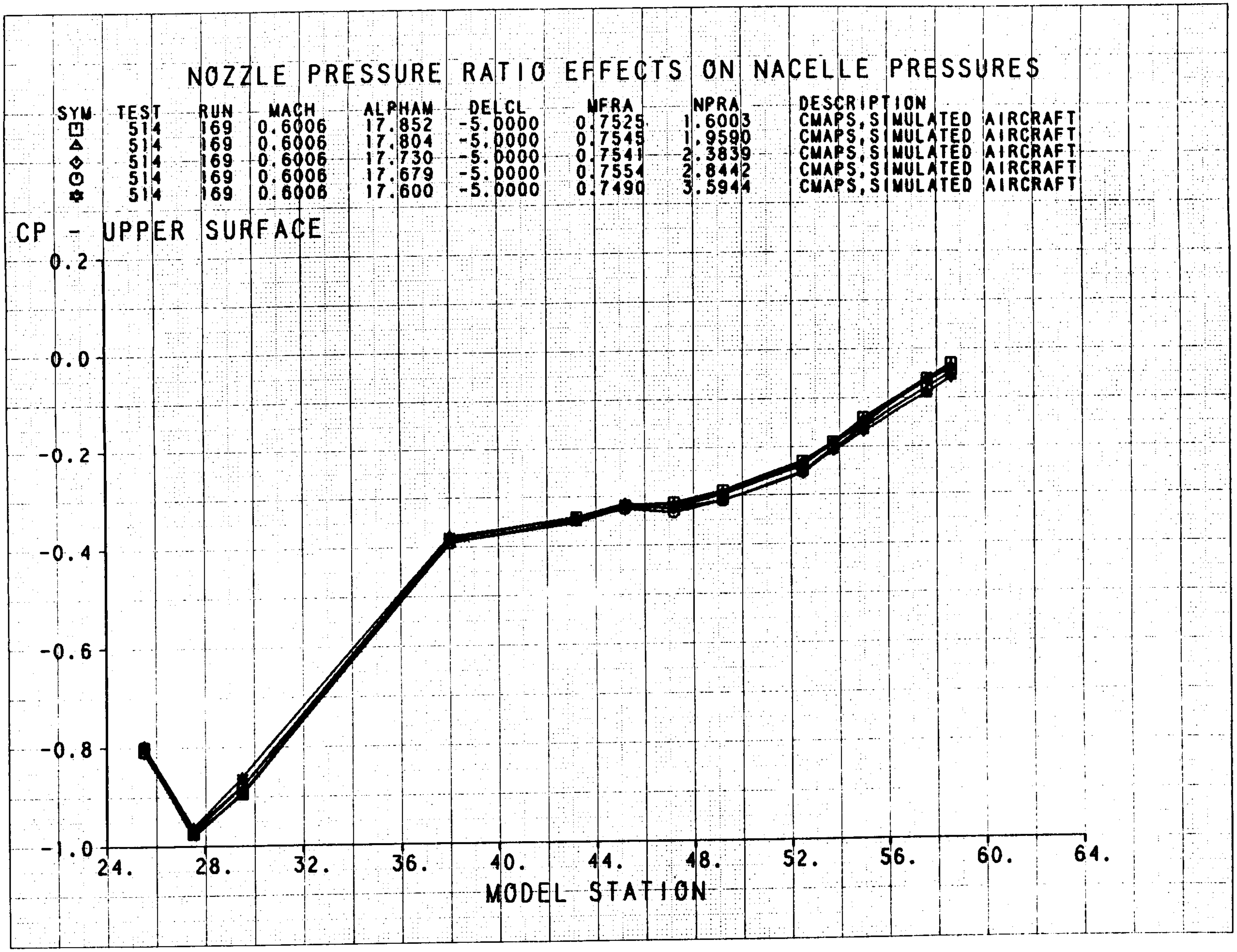
NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES

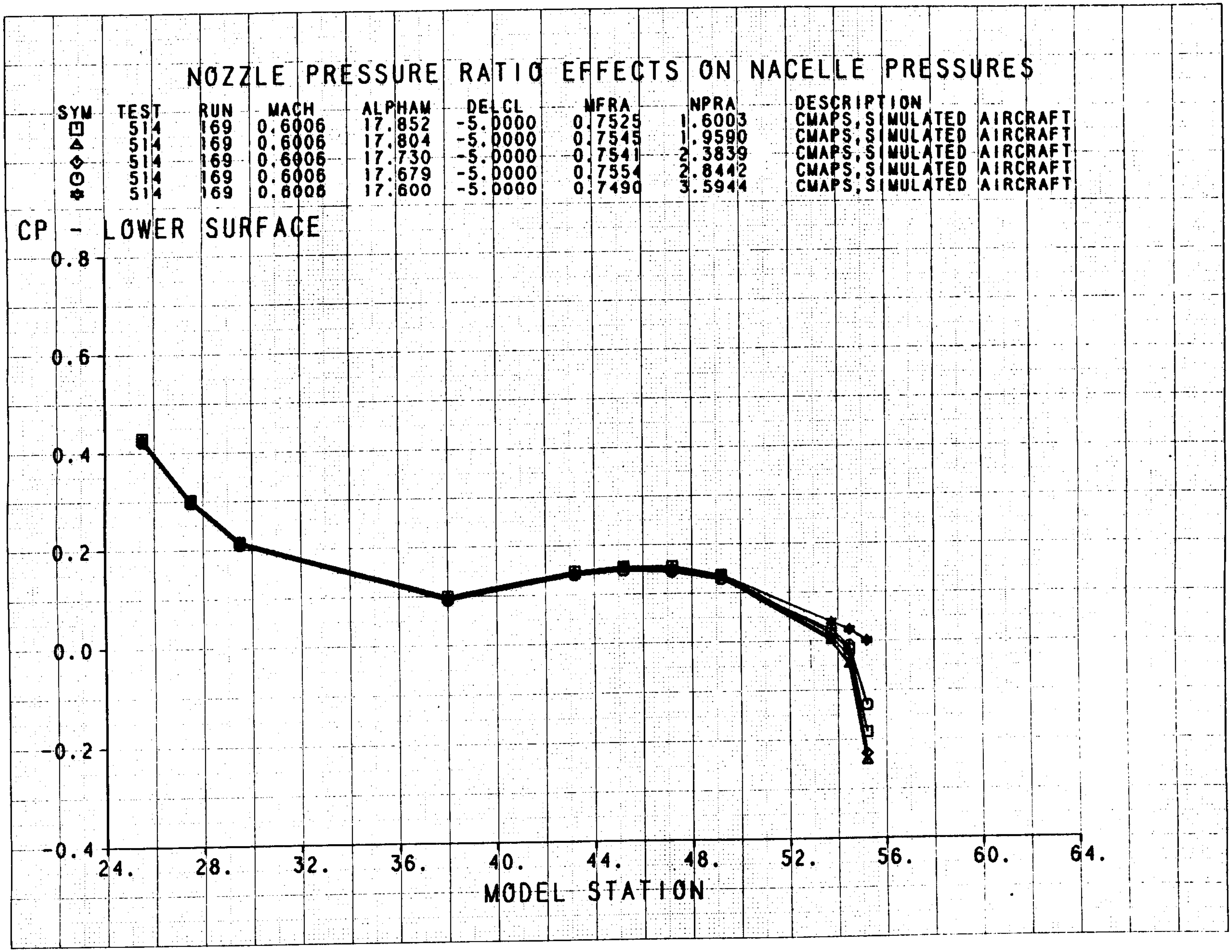
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	155	0.6000	9.2449	-5.0000	0.8542	1.7755	CMAPS,SIMULATED AIRCRAFT
△	514	155	0.6000	9.1504	-5.0000	0.8540	2.1636	CMAPS,SIMULATED AIRCRAFT
◇	514	155	0.6000	9.0820	-5.0000	0.8515	2.6227	CMAPS,SIMULATED AIRCRAFT
⊙	514	155	0.6000	8.9887	-5.0000	0.8555	3.1741	CMAPS,SIMULATED AIRCRAFT
✲	514	155	0.6000	8.9458	-5.0000	0.8526	3.9355	CMAPS,SIMULATED AIRCRAFT

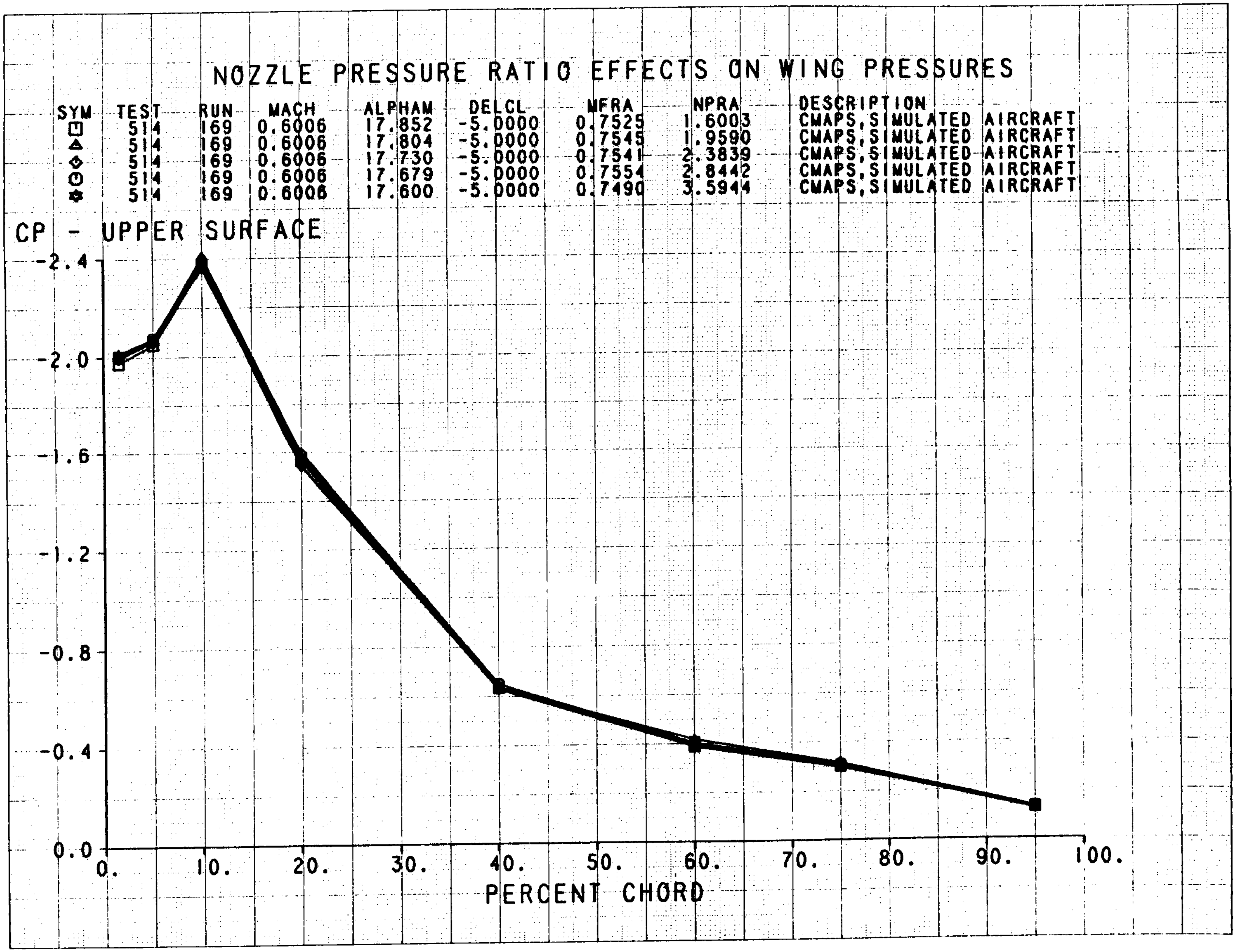


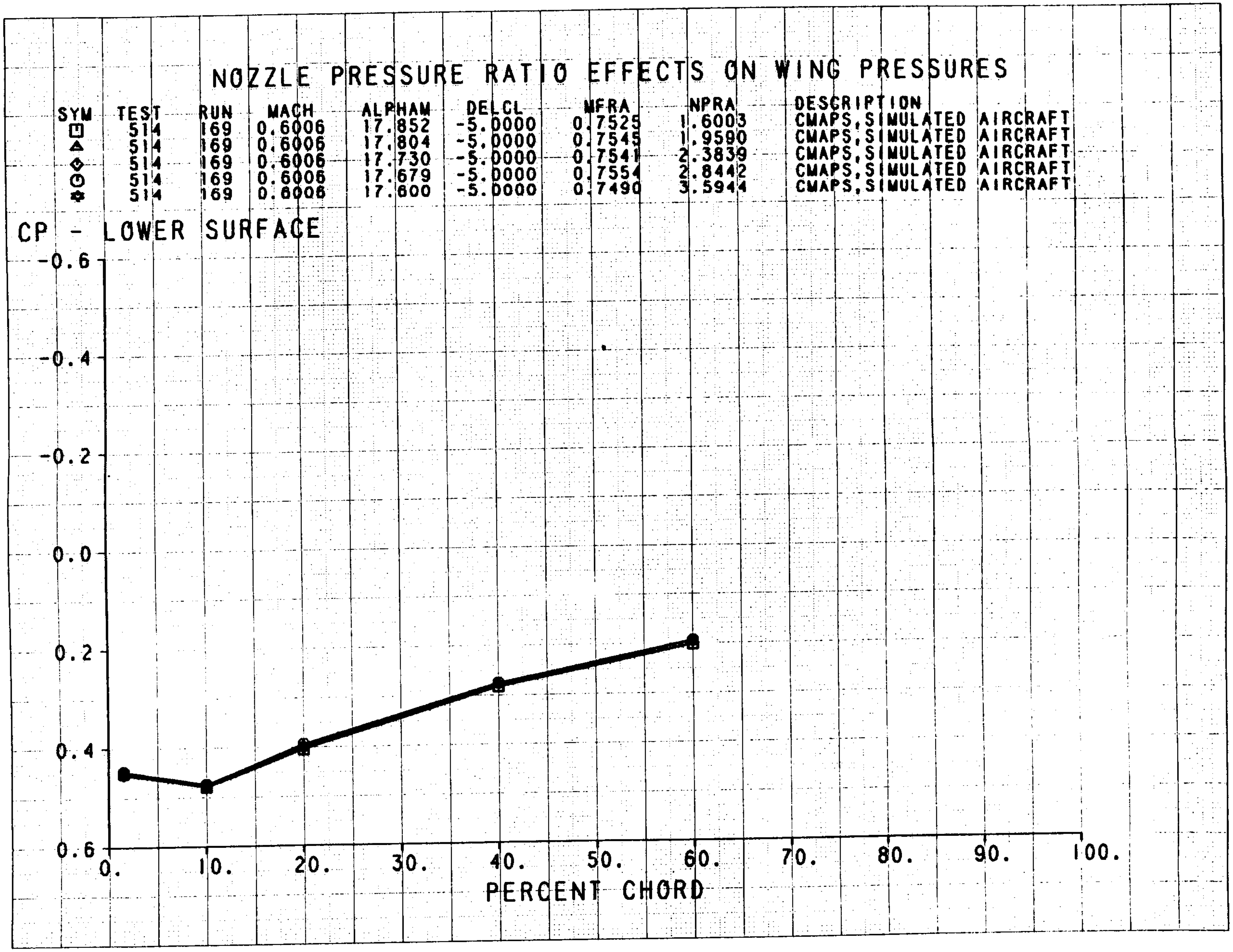

NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 155 0.6000 9.2449 -5.0000 0.8542 1.7755 CMAPS,SIMULATED AIRCRAFT
△ 514 155 0.6000 9.1504 -5.0000 0.8540 2.1636 CMAPS,SIMULATED AIRCRAFT
◇ 514 155 0.6000 9.0820 -5.0000 0.8515 2.6227 CMAPS,SIMULATED AIRCRAFT
○ 514 155 0.6000 8.9887 -5.0000 0.8555 3.1741 CMAPS,SIMULATED AIRCRAFT
✲ 514 155 0.6000 8.9458 -5.0000 0.8526 3.9355 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.2
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 155 0.6000 9.2449 -5.0000 0.8542 1.7755 CMAPS,SIMULATED AIRCRAFT
△ 514 155 0.6000 9.1504 -5.0000 0.8540 2.1636 CMAPS,SIMULATED AIRCRAFT
◇ 514 155 0.6000 9.0820 -5.0000 0.8515 2.6227 CMAPS,SIMULATED AIRCRAFT
○ 514 155 0.6000 8.9887 -5.0000 0.8555 3.1741 CMAPS,SIMULATED AIRCRAFT
✱ 514 155 0.6000 8.9458 -5.0000 0.8526 3.9355 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 169 0.6006 17.852 -5.0000 0.7525 1.6003 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
◇ 514 169 0.6006 17.730 -5.0000 0.7541 2.3839 CMAPS,SIMULATED AIRCRAFT
○ 514 169 0.6006 17.679 -5.0000 0.7554 2.8442 CMAPS,SIMULATED AIRCRAFT
✲ 514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

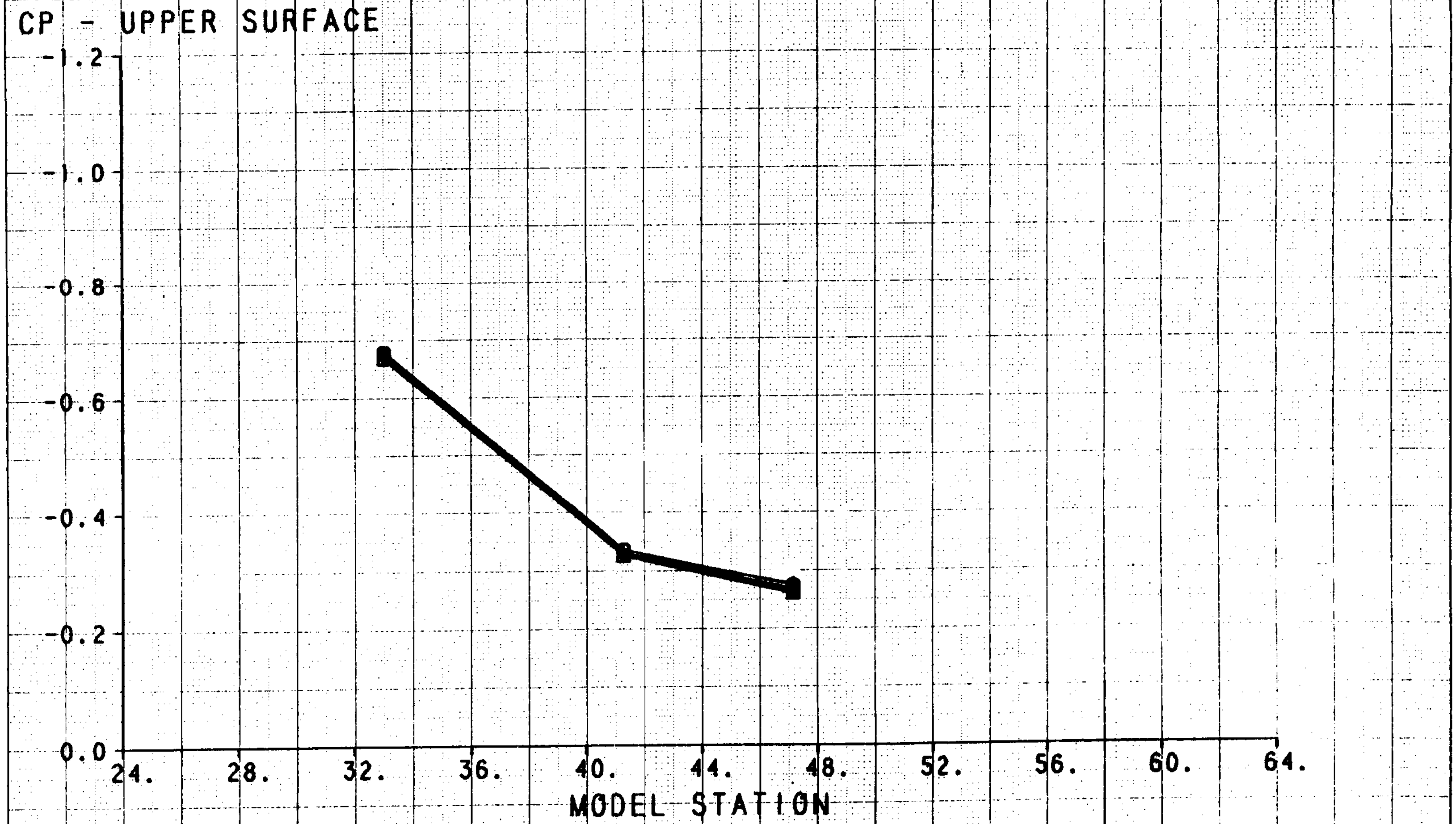

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 169 0.6006 17.852 -5.0000 0.7525 1.6003 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
◇ 514 169 0.6006 17.730 -5.0000 0.7541 2.3839 CMAPS,SIMULATED AIRCRAFT
⊙ 514 169 0.6006 17.679 -5.0000 0.7554 2.8442 CMAPS,SIMULATED AIRCRAFT
✤ 514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

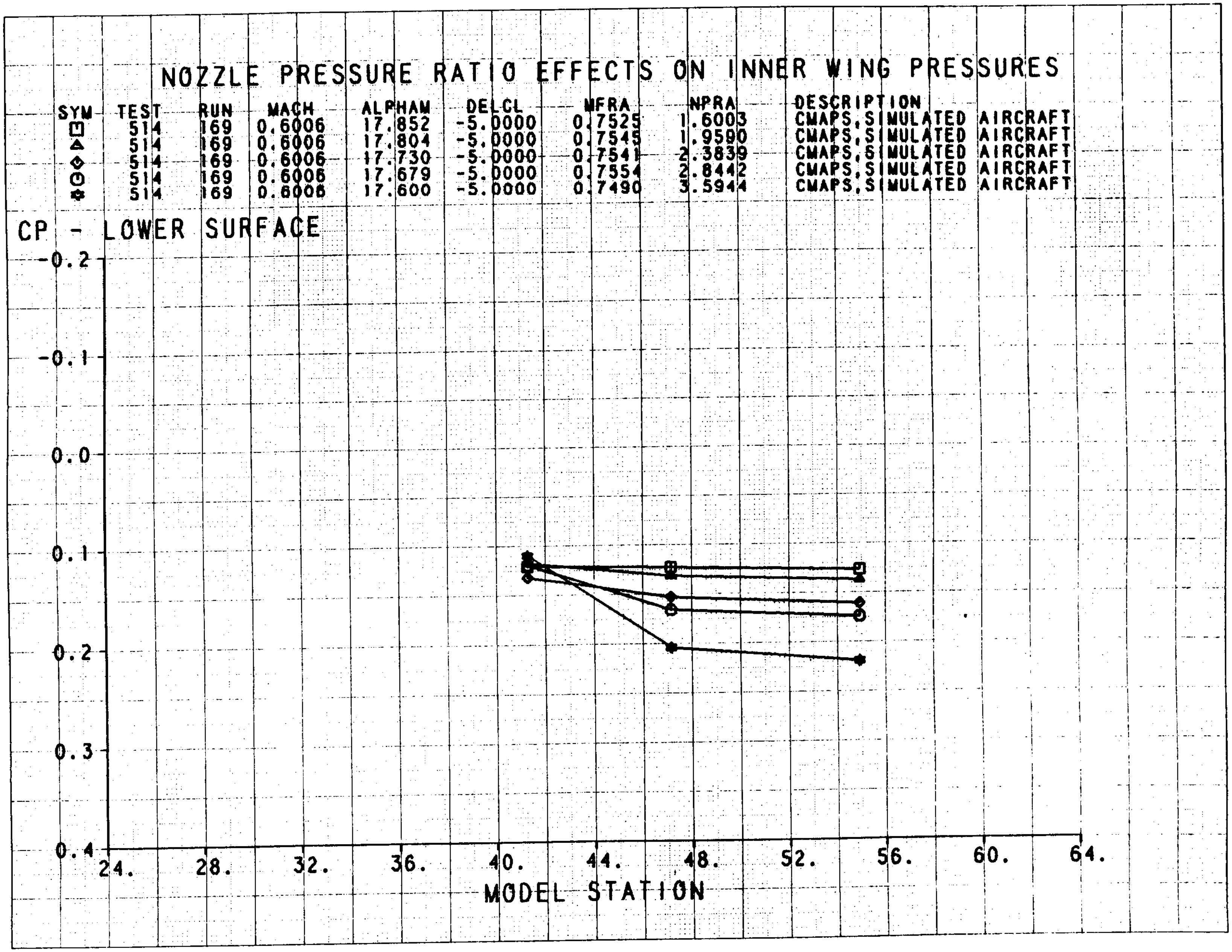

NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 169 0.6006 17.852 -5.0000 0.7525 1.6003 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
◇ 514 169 0.6006 17.730 -5.0000 0.7541 2.3839 CMAPS,SIMULATED AIRCRAFT
○ 514 169 0.6006 17.679 -5.0000 0.7554 2.8442 CMAPS,SIMULATED AIRCRAFT
✱ 514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 169 0.6006 17.852 -5.0000 0.7525 1.6003 CMAPS,SIMULATED AIRCRAFT
514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
514 169 0.6006 17.730 -5.0000 0.7541 2.3839 CMAPS,SIMULATED AIRCRAFT
514 169 0.6006 17.679 -5.0000 0.7554 2.8442 CMAPS,SIMULATED AIRCRAFT
514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.6
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES

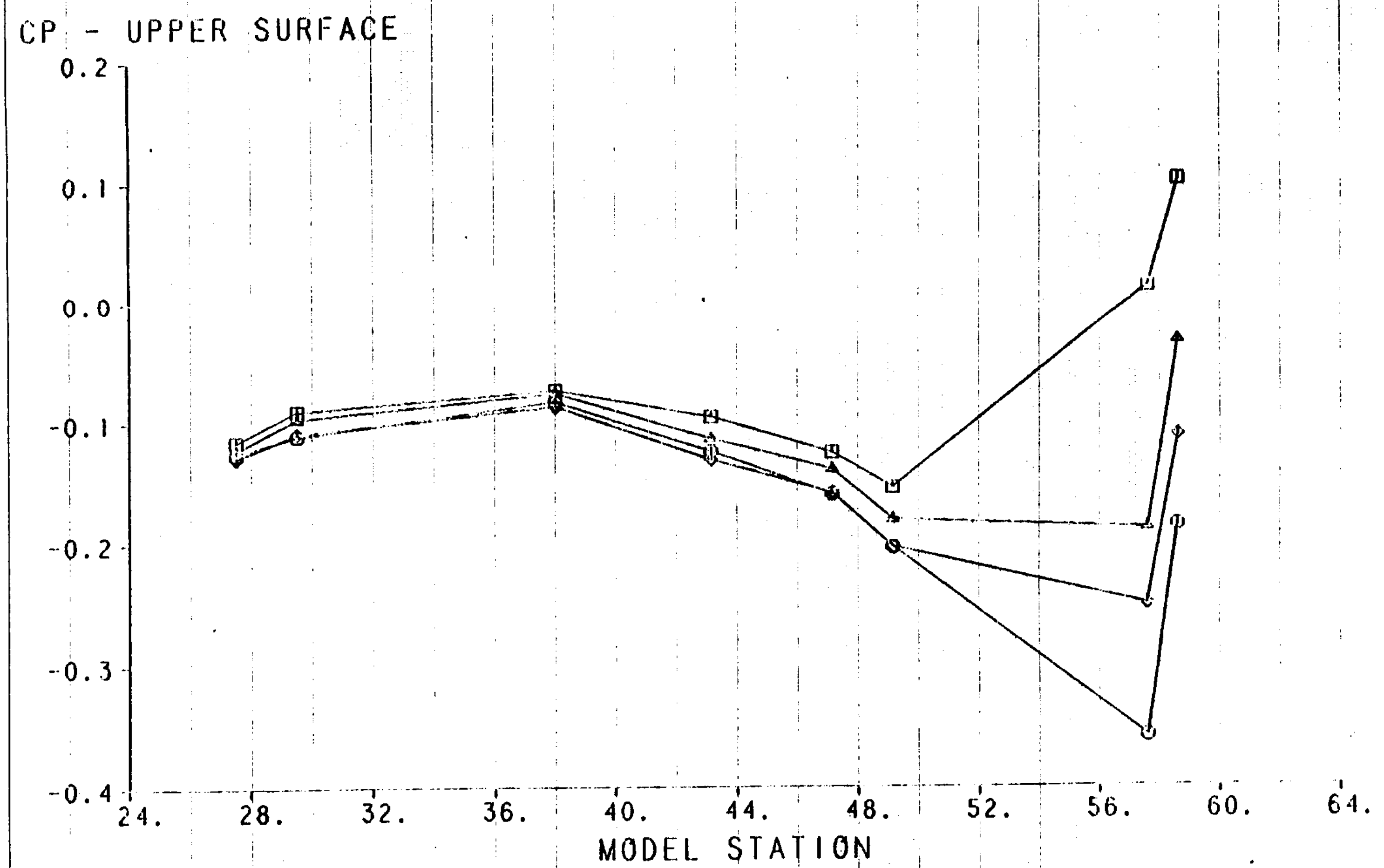
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	169	0.6006	17.852	-5.0000	0.7525	1.6003	CMAPS,SIMULATED AIRCRAFT
△	514	169	0.6006	17.804	-5.0000	0.7545	1.9590	CMAPS,SIMULATED AIRCRAFT
◇	514	169	0.6006	17.730	-5.0000	0.7541	2.3839	CMAPS,SIMULATED AIRCRAFT
⊙	514	169	0.6006	17.679	-5.0000	0.7554	2.8442	CMAPS,SIMULATED AIRCRAFT
✱	514	169	0.6006	17.600	-5.0000	0.7490	3.5944	CMAPS,SIMULATED AIRCRAFT




NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 169 0.6006 17.852 -5.0000 0.7525 1.6003 CMAPS,SIMULATED AIRCRAFT
514 169 0.6006 17.804 -5.0000 0.7545 1.9590 CMAPS,SIMULATED AIRCRAFT
514 169 0.6006 17.730 -5.0000 0.7541 2.3839 CMAPS,SIMULATED AIRCRAFT
514 169 0.6006 17.679 -5.0000 0.7554 2.8442 CMAPS,SIMULATED AIRCRAFT
514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

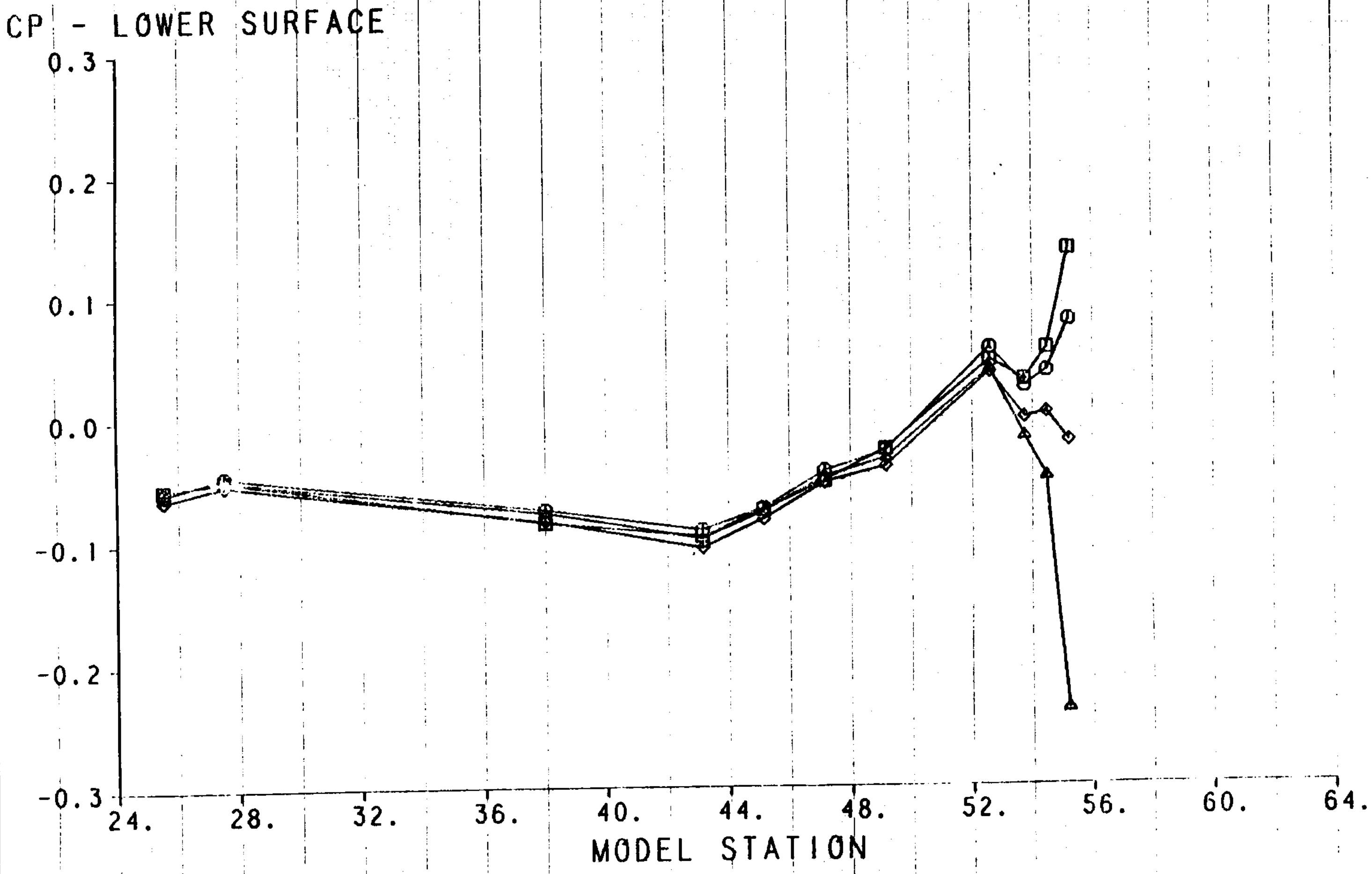
NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES

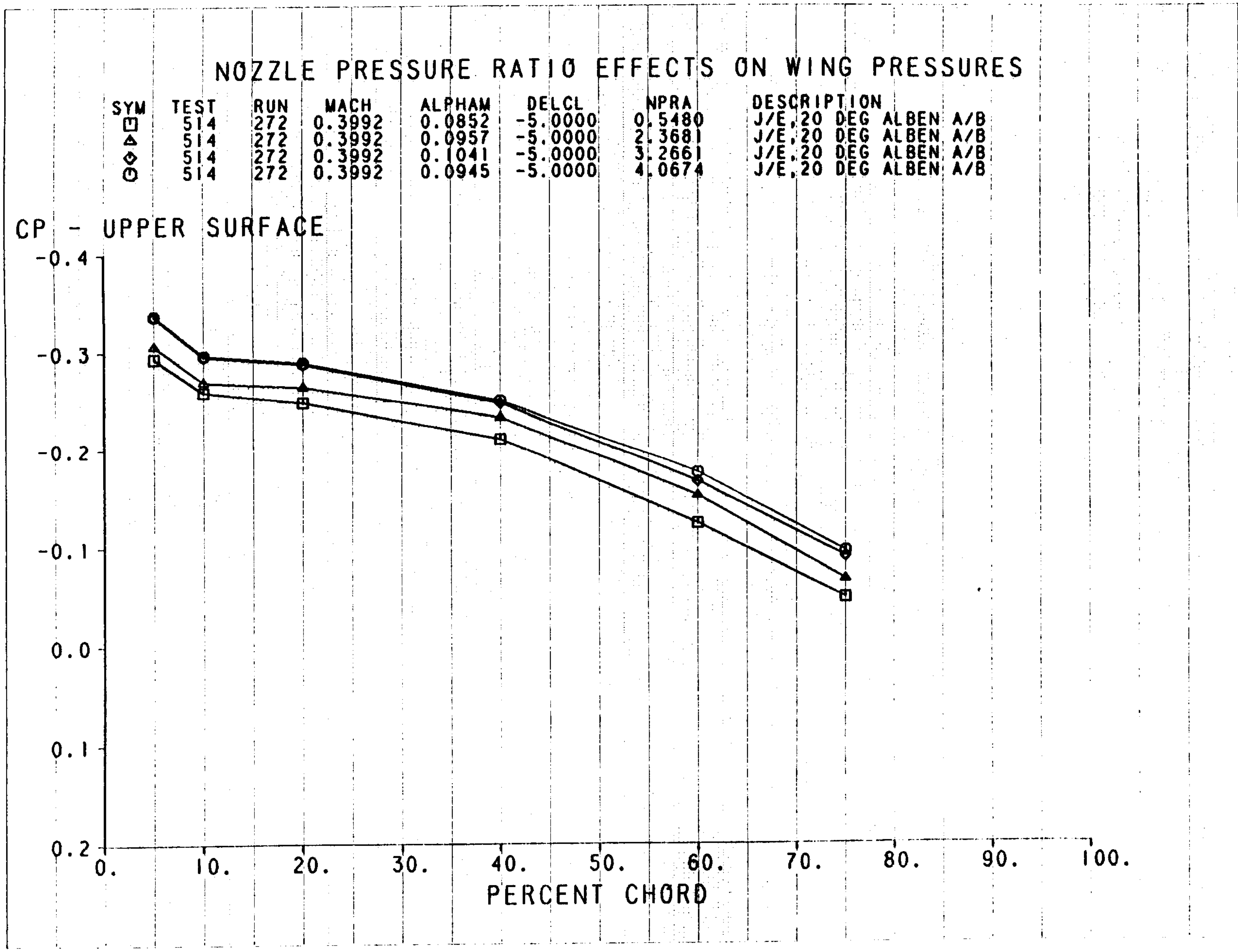
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	272	0.3992	0.0852	-5.0000	0.5480	J/E,20 DEG ALBEN A/B
△	514	272	0.3992	0.0957	-5.0000	2.3081	J/E,20 DEG ALBEN A/B
◇	514	272	0.3992	0.1041	-5.0000	3.2661	J/F,20 DEG ALBEN A/B
○	514	272	0.3992	0.0945	-5.0000	4.0674	J/E,20 DEG ALBEN A/B

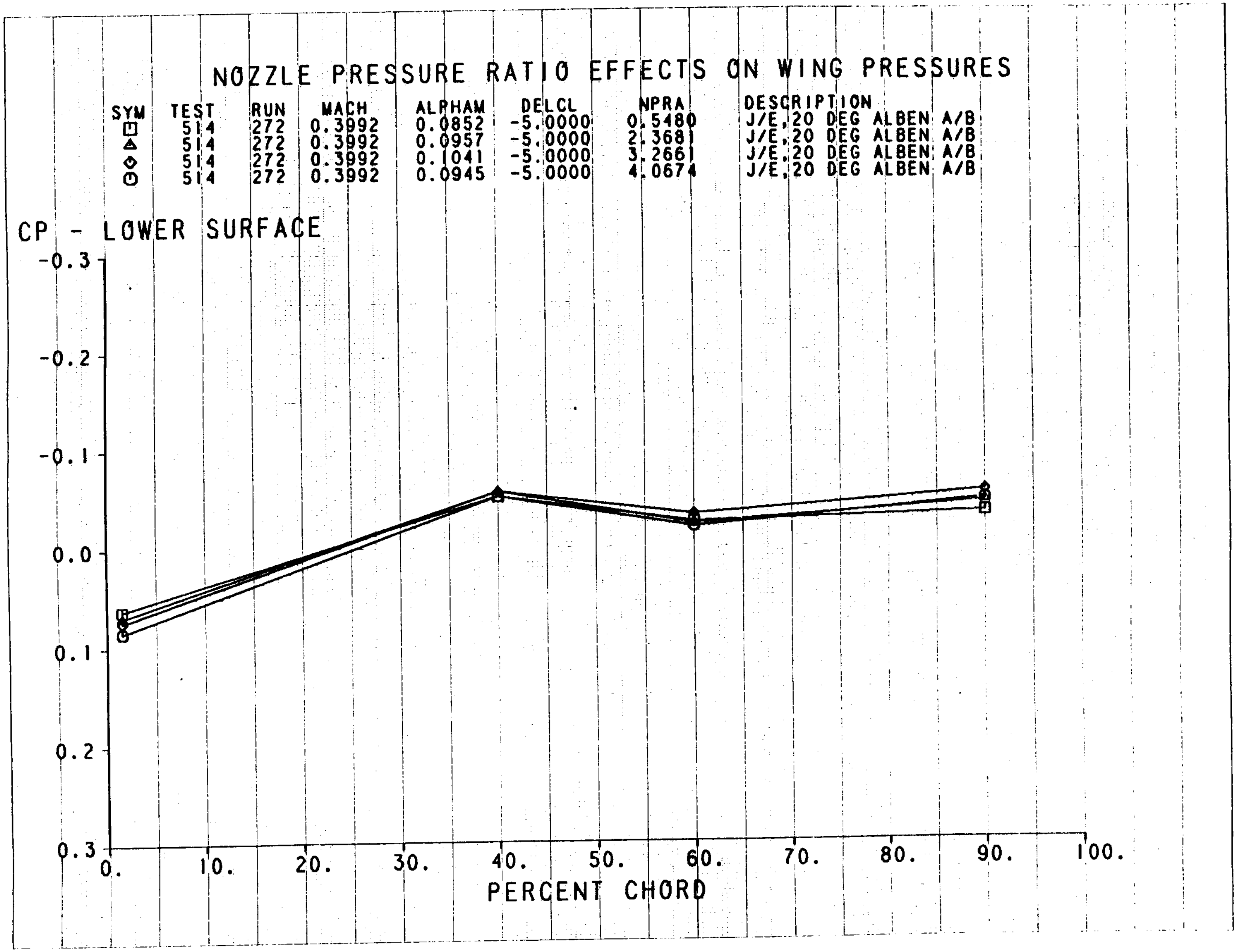


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES

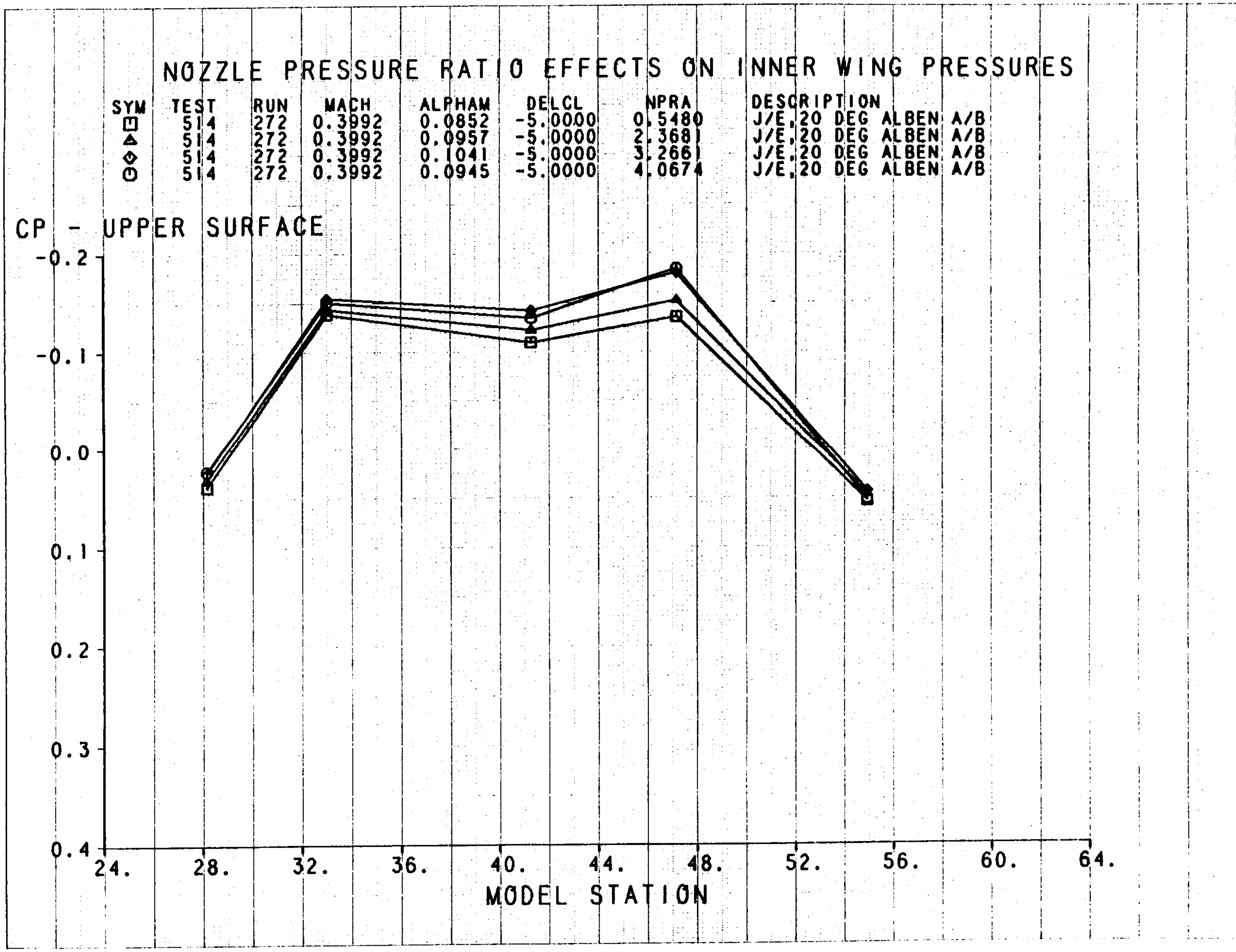
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	272	0.3992	0.0852	-5.0000	0.5480	J/E,20 DEG ALBEN A/B
△	514	272	0.3992	0.0957	-5.0000	2.3681	J/E,20 DEG ALBEN A/B
◇	514	272	0.3992	0.1041	-5.0000	3.2661	J/E,20 DEG ALBEN A/B
○	514	272	0.3992	0.0945	-5.0000	4.0674	J/E,20 DEG ALBEN A/B




NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 272 0.3992 0.0852 -5.0000 0.5480 J/E,20 DEG ALBEN A/B
△ 514 272 0.3992 0.0957 -5.0000 2.3681 J/E,20 DEG ALBEN A/B
◇ 514 272 0.3992 0.1041 -5.0000 3.2661 J/E,20 DEG ALBEN A/B
○ 514 272 0.3992 0.0945 -5.0000 4.0674 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

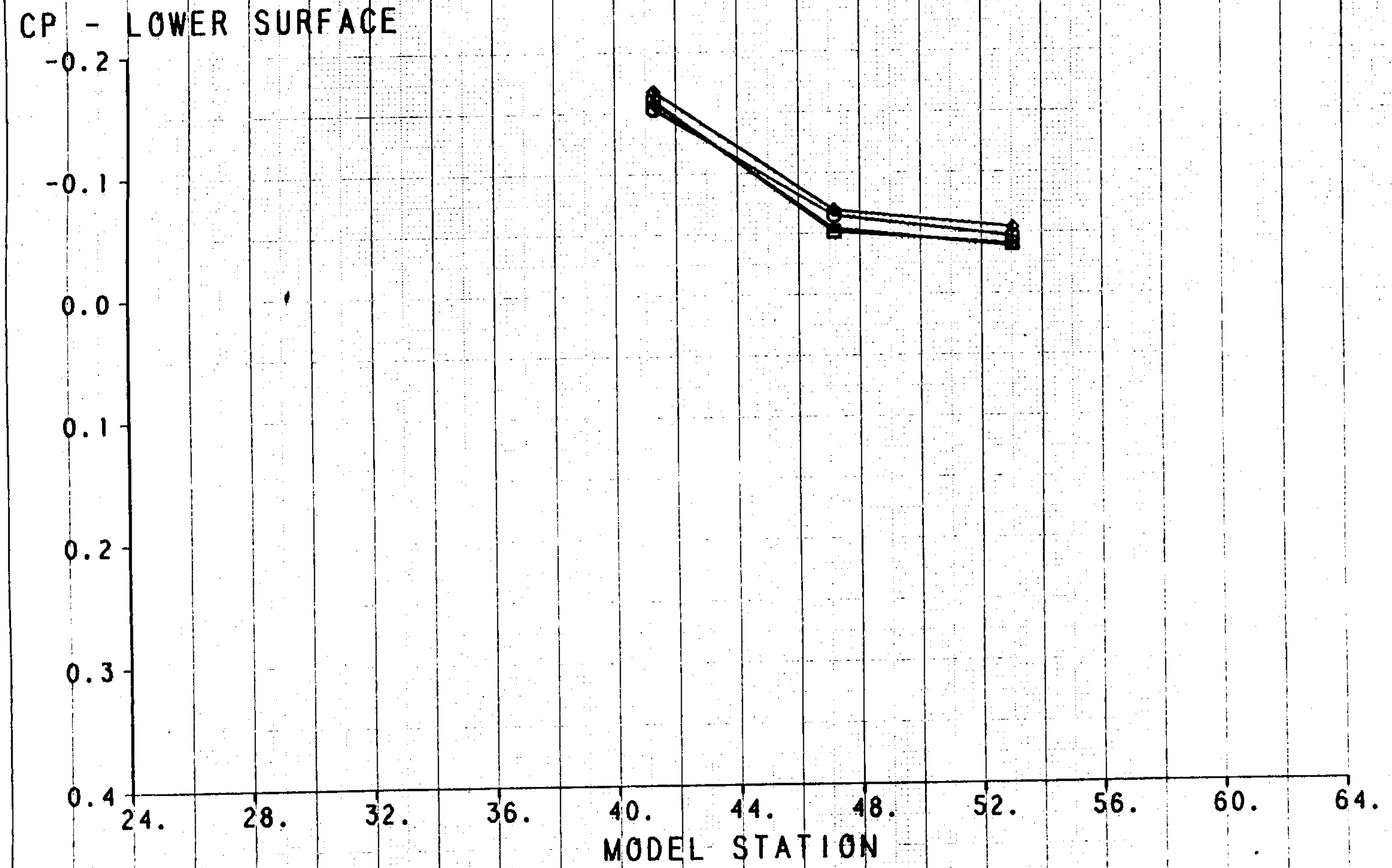


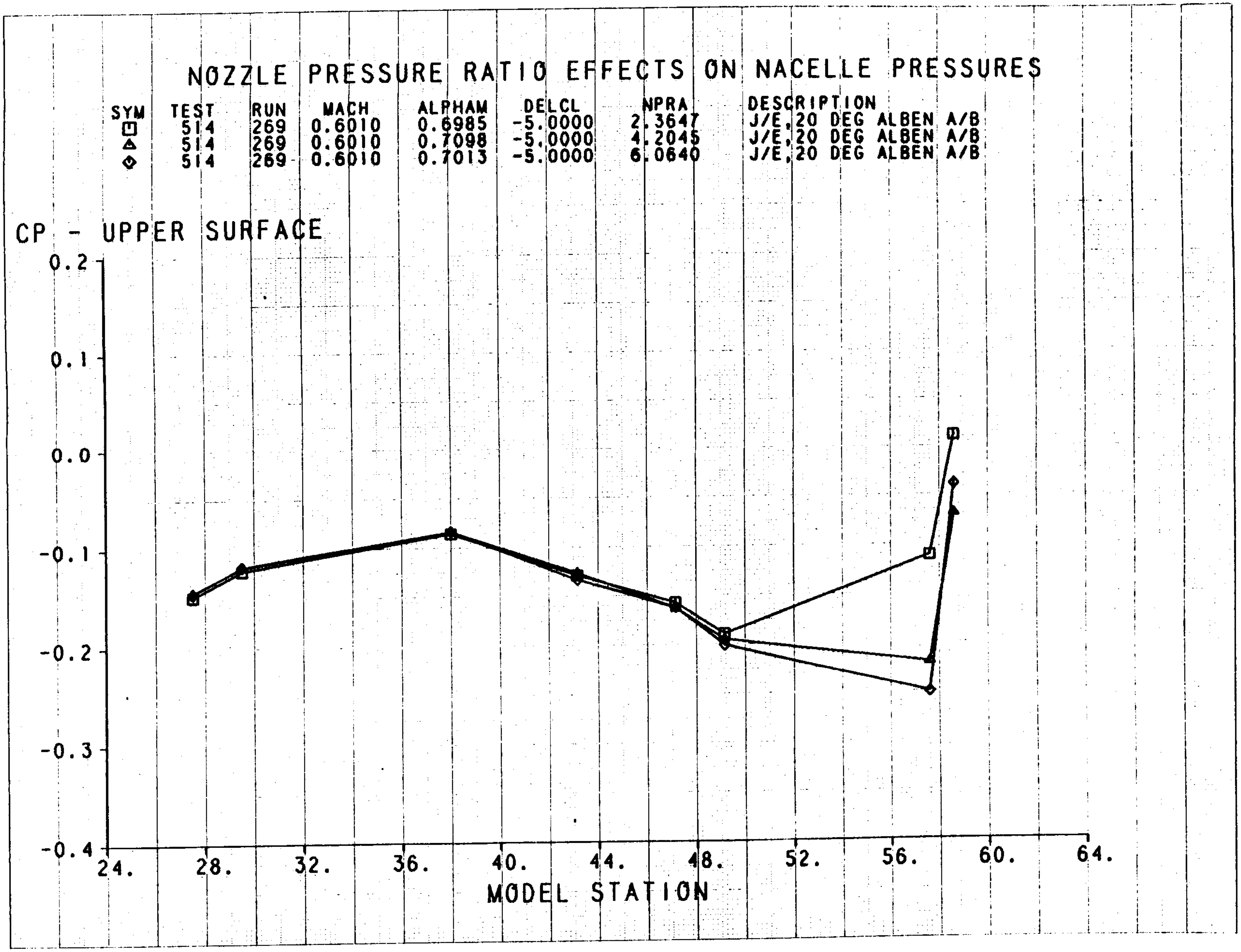
NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 272 0.3992 0.0852 -5.0000 0.5480 J/E,20 DEG ALBEN A/B
△ 514 272 0.3992 0.0957 -5.0000 2.3681 J/E,20 DEG ALBEN A/B
◇ 514 272 0.3992 0.1041 -5.0000 3.2661 J/E,20 DEG ALBEN A/B
○ 514 272 0.3992 0.0945 -5.0000 4.0674 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

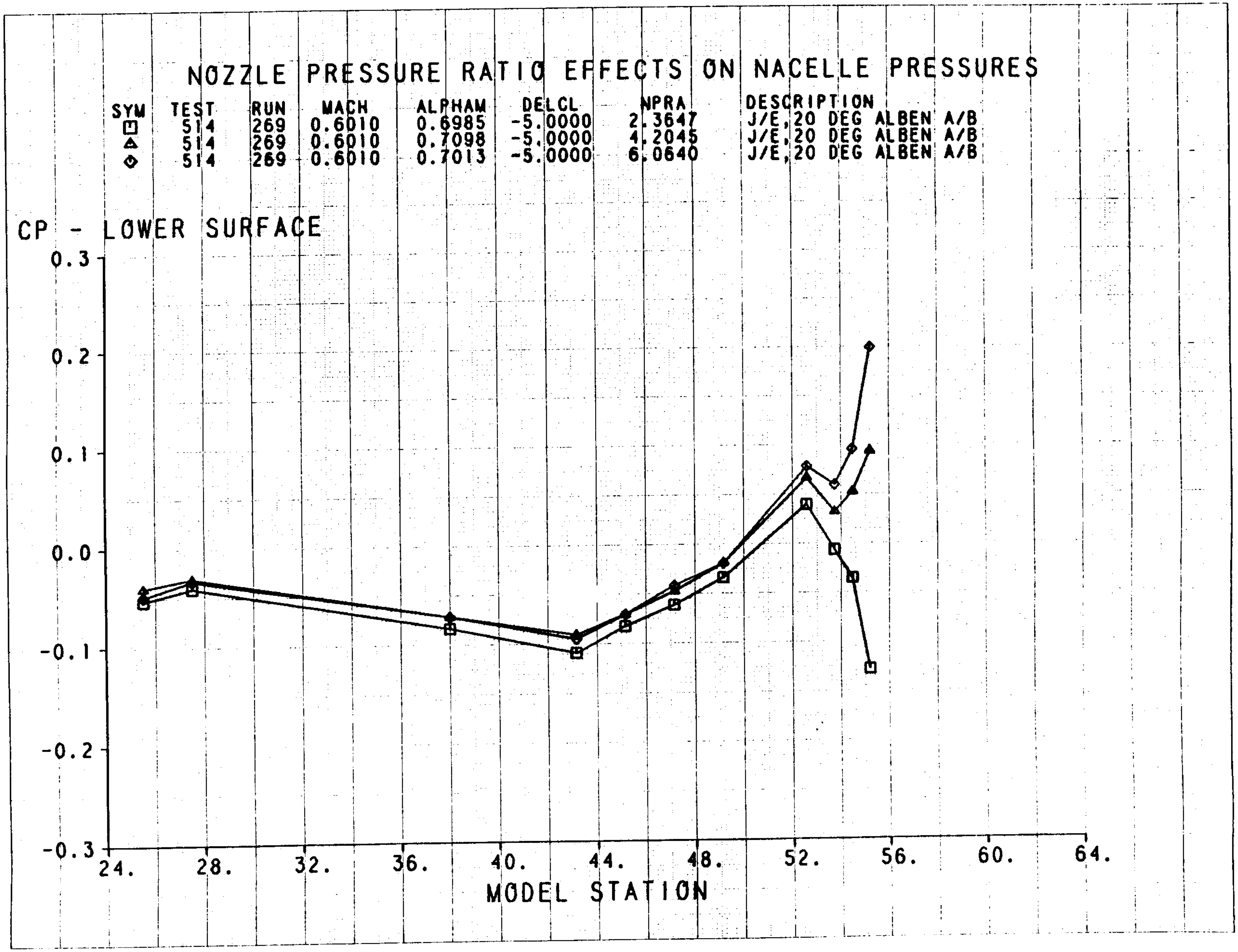

NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 272 0.3992 0.0852 -5.0000 0.5480 J/E,20 DEG ALBEN A/B
△ 514 272 0.3992 0.0957 -5.0000 2.3681 J/E,20 DEG ALBEN A/B
◇ 514 272 0.3992 0.1041 -5.0000 3.2661 J/E,20 DEG ALBEN A/B
○ 514 272 0.3992 0.0945 -5.0000 4.0674 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

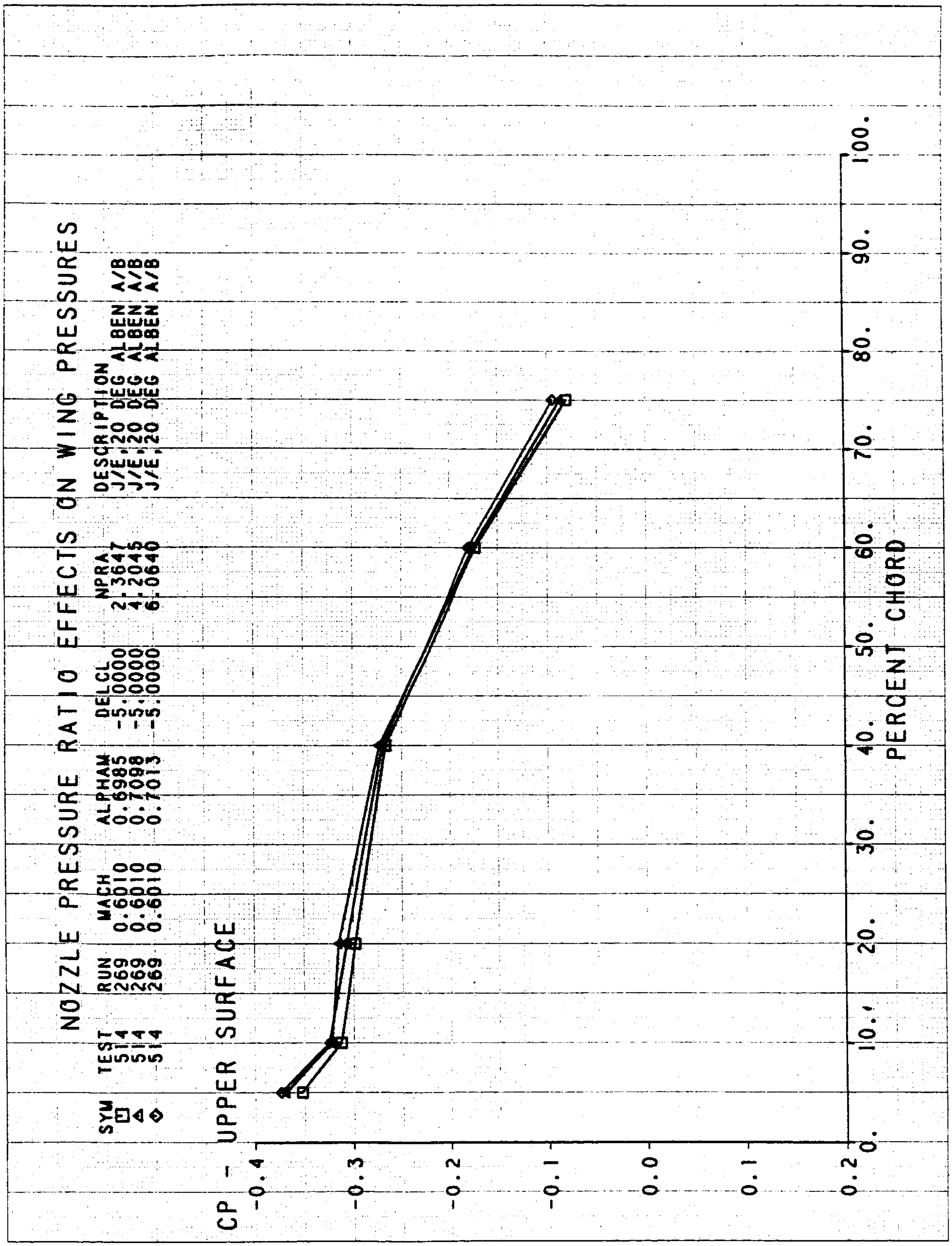
NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES

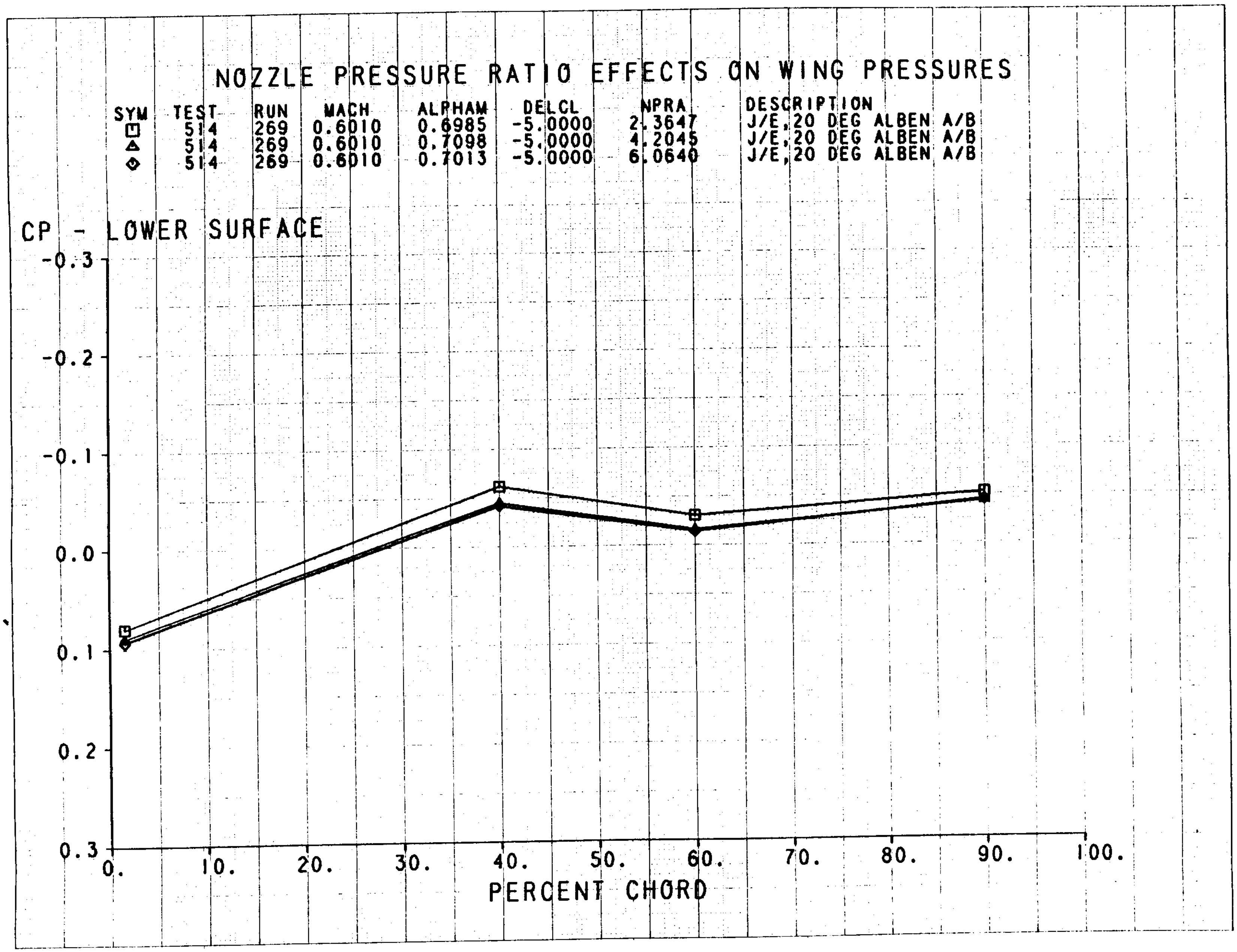
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	272	0.3992	0.0852	-5.0000	0.5480	J/E,20 DEG ALBEN A/B
△	514	272	0.3992	0.0957	-5.0000	2.3681	J/E,20 DEG ALBEN A/B
◇	514	272	0.3992	0.1041	-5.0000	3.2661	J/E,20 DEG ALBEN A/B
⊙	514	272	0.3992	0.0945	-5.0000	4.0674	J/E,20 DEG ALBEN A/B

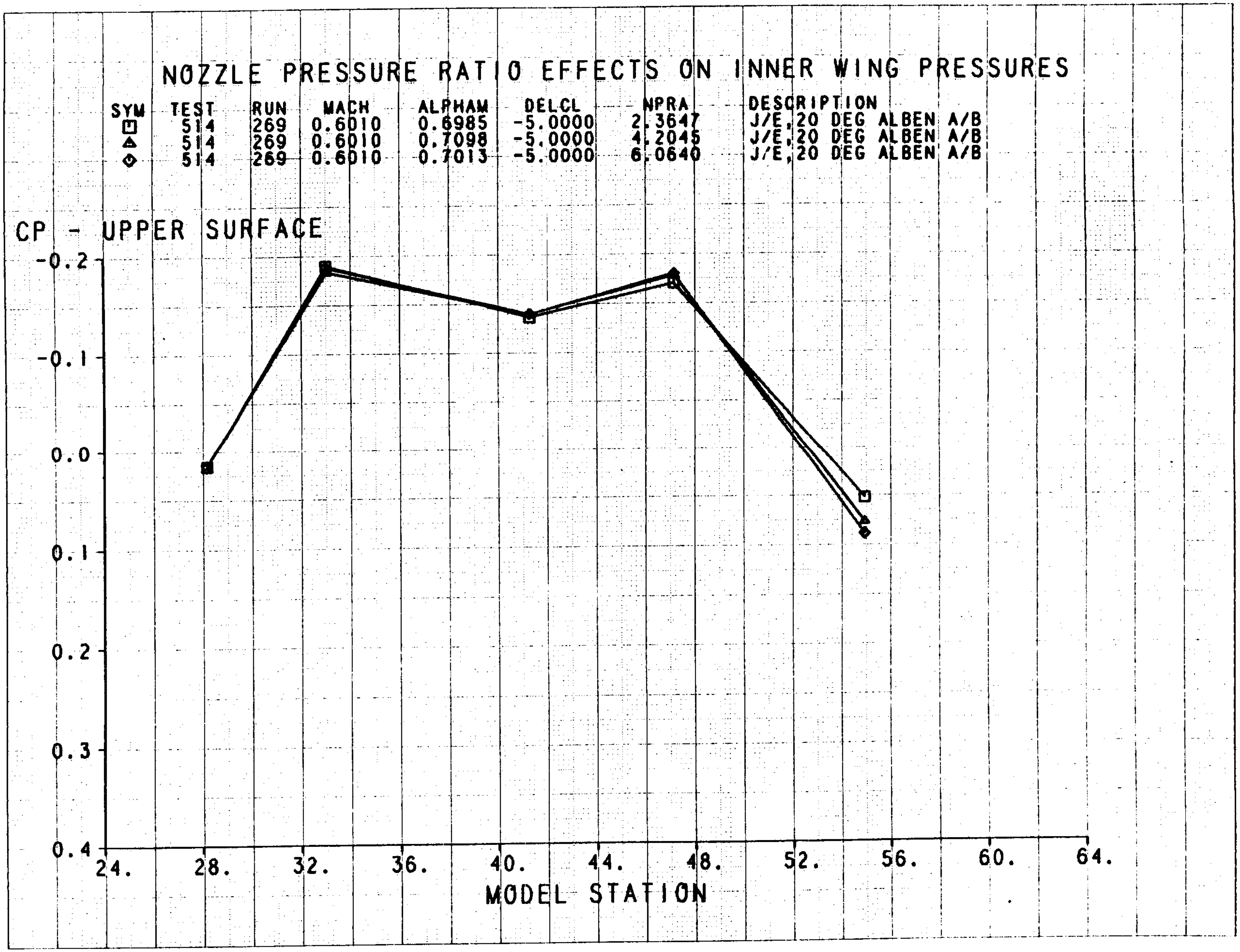



NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 269 0.6010 0.6985 -5.0000 2.3647 J/E,20 DEG ALBEN A/B
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
◇ 514 269 0.6010 0.7013 -5.0000 6.0640 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

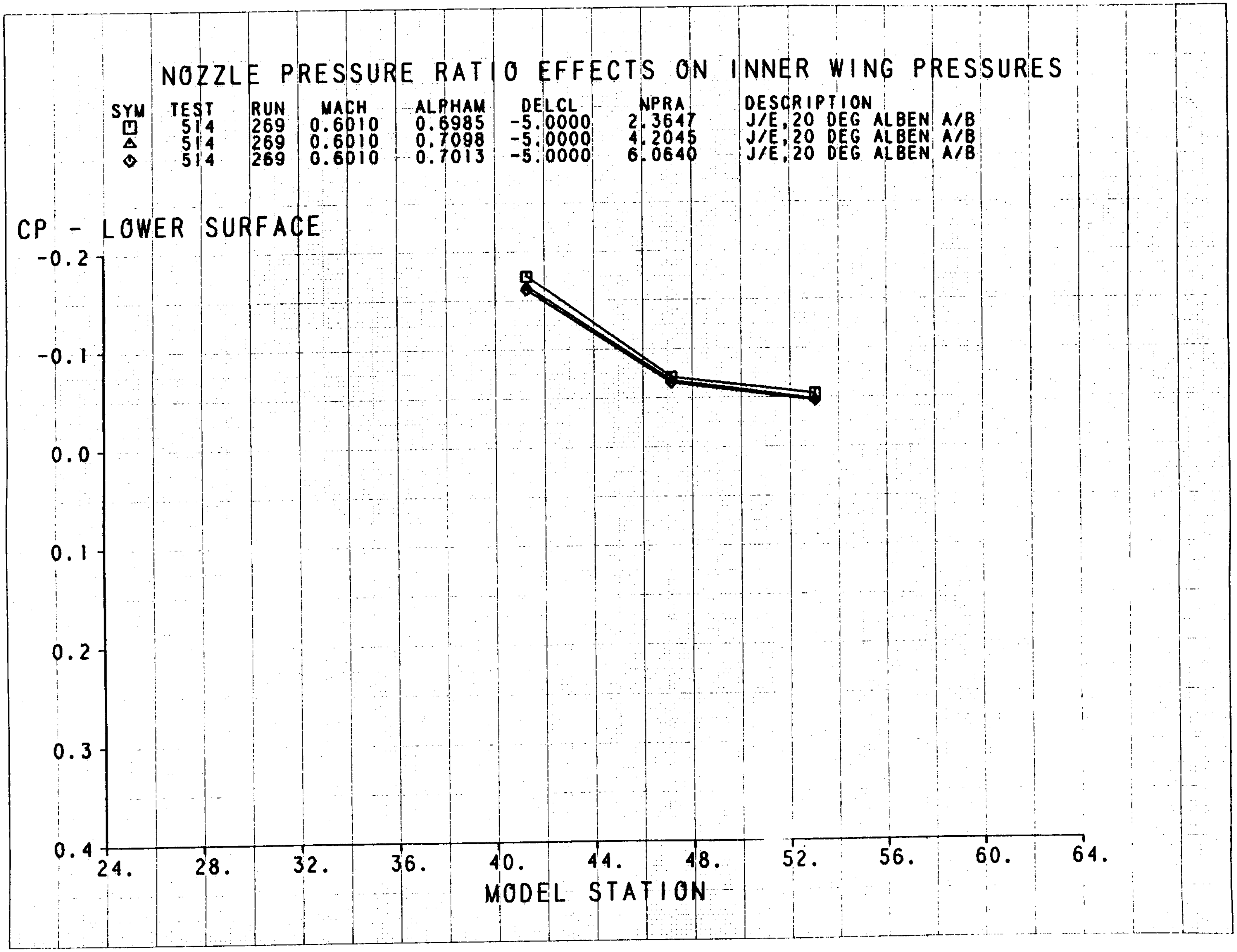

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 269 0.6010 0.6985 -5.0000 2.3647 J/E,20 DEG ALBEN A/B
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
◇ 514 269 0.6010 0.7013 -5.0000 6.0640 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 269 0.6010 0.6985 -5.0000 2.3647 J/E,20 DEG ALBEN A/B
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
◇ 514 269 0.6010 0.7013 -5.0000 6.0640 J/E,20 DEG ALBEN A/B
UPPER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 269 0.6010 0.6985 -5.0000 2.3647 J/E,20 DEG ALBEN A/B
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
◇ 514 269 0.6010 0.7013 -5.0000 6.0640 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 269 0.6010 0.6985 -5.0000 2.3647 J/E,20 DEG ALBEN A/B
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
◇ 514 269 0.6010 0.7013 -5.0000 6.0640 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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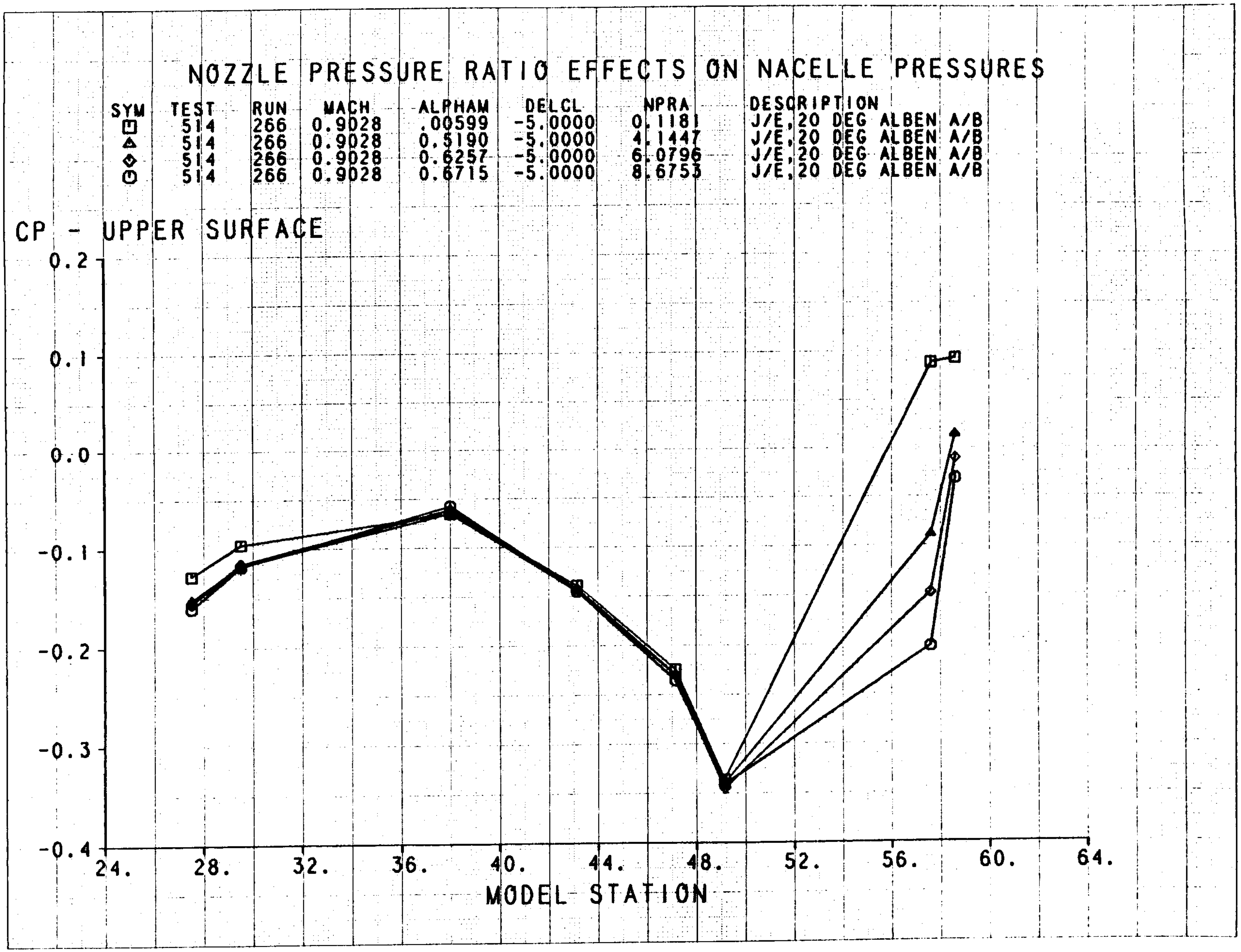
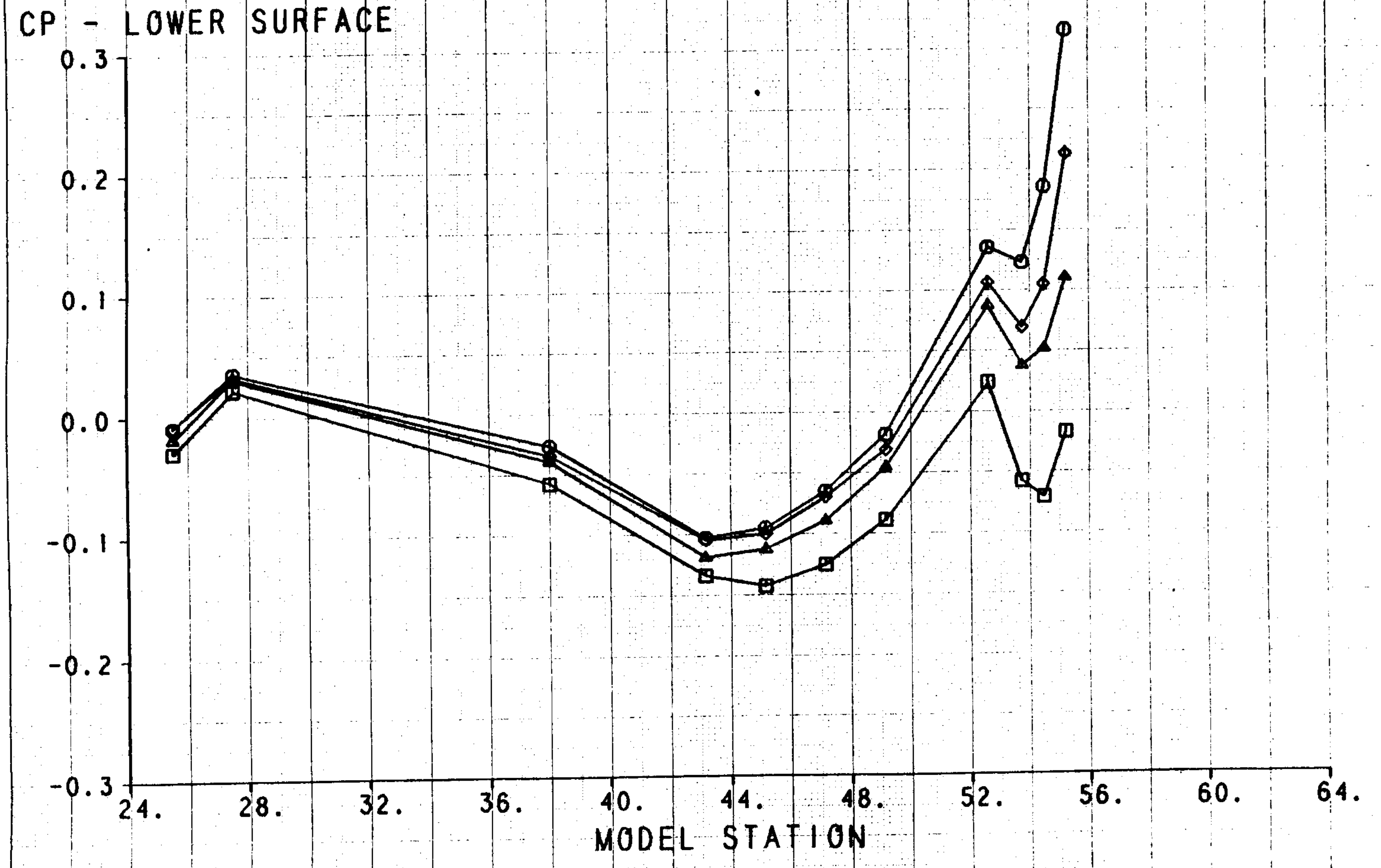
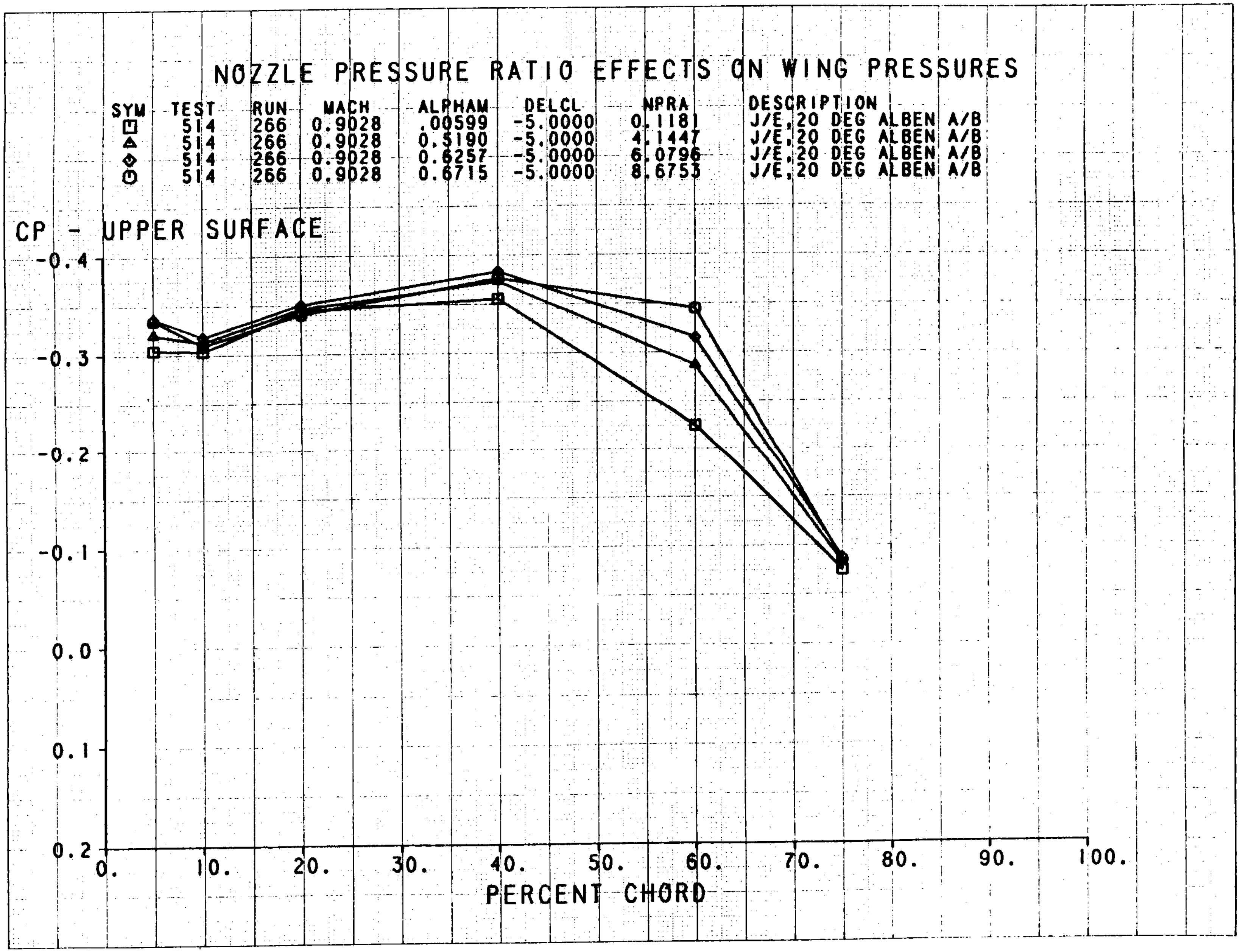
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
◇ 514 269 0.6010 0.7013 -5.0000 6.0640 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 266 0.9028 .00599 -5.0000 0.1181 J/E,20 DEG ALBEN A/B
△ 514 266 0.9028 0.5190 -5.0000 4.1447 J/E,20 DEG ALBEN A/B
◇ 514 266 0.9028 0.6257 -5.0000 6.0796 J/E,20 DEG ALBEN A/B
○ 514 266 0.9028 0.6715 -5.0000 8.6753 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	266	0.9028	.00599	-5.0000	0.1181	J/E,20 DEG ALBEN A/B
△	514	266	0.9028	0.5190	-5.0000	4.1447	J/E,20 DEG ALBEN A/B
◇	514	266	0.9028	0.6257	-5.0000	6.0796	J/E,20 DEG ALBEN A/B
○	514	266	0.9028	0.6715	-5.0000	8.6753	J/E,20 DEG ALBEN A/B





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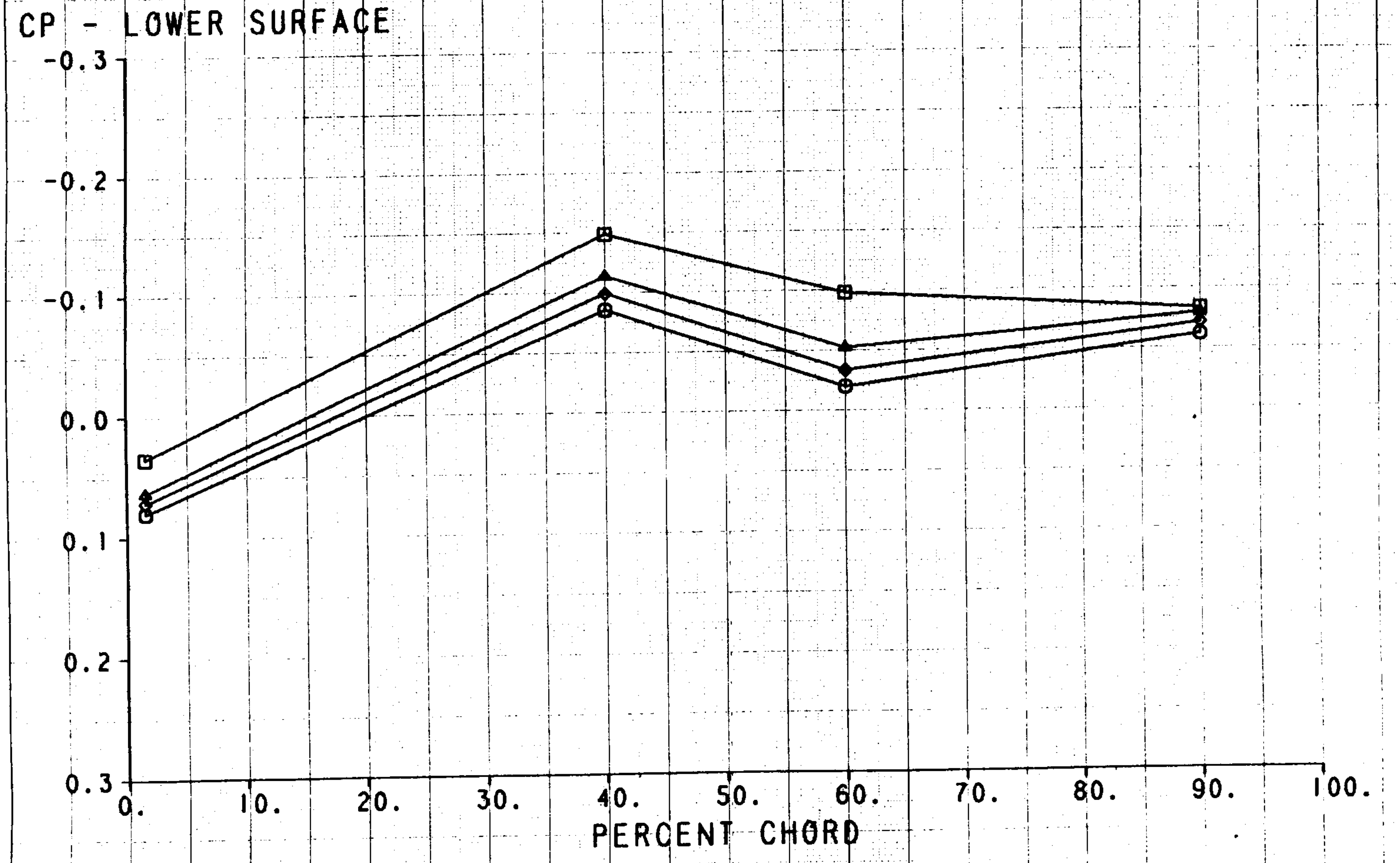
NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	266	0.9028	.00599	-5.0000	0.1181	J/E,20 DEG ALBEN A/B
△	514	266	0.9028	0.5190	-5.0000	4.1447	J/E,20 DEG ALBEN A/B
◇	514	266	0.9028	0.6257	-5.0000	6.0796	J/E,20 DEG ALBEN A/B
⊙	514	266	0.9028	0.6715	-5.0000	8.6753	J/E,20 DEG ALBEN A/B



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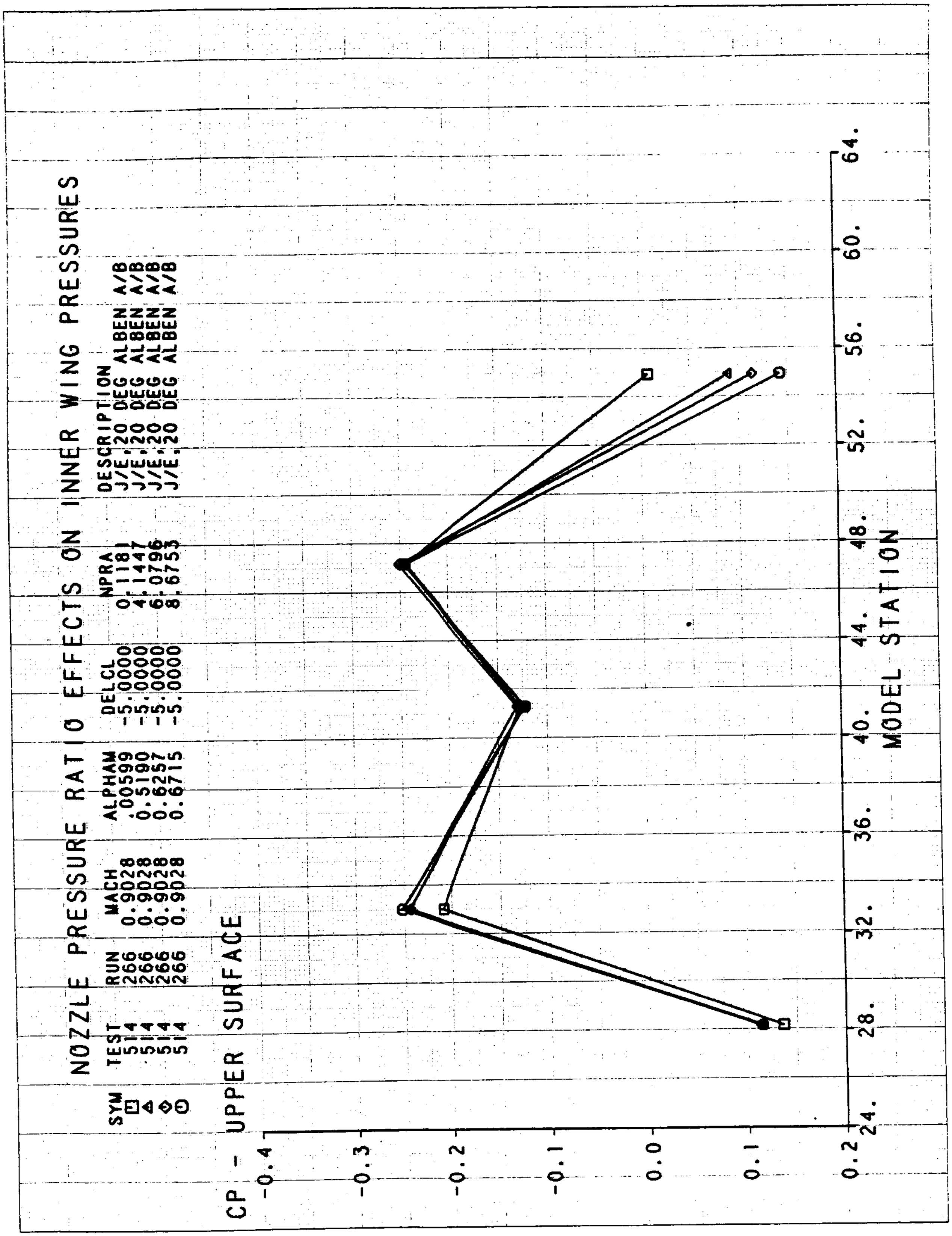
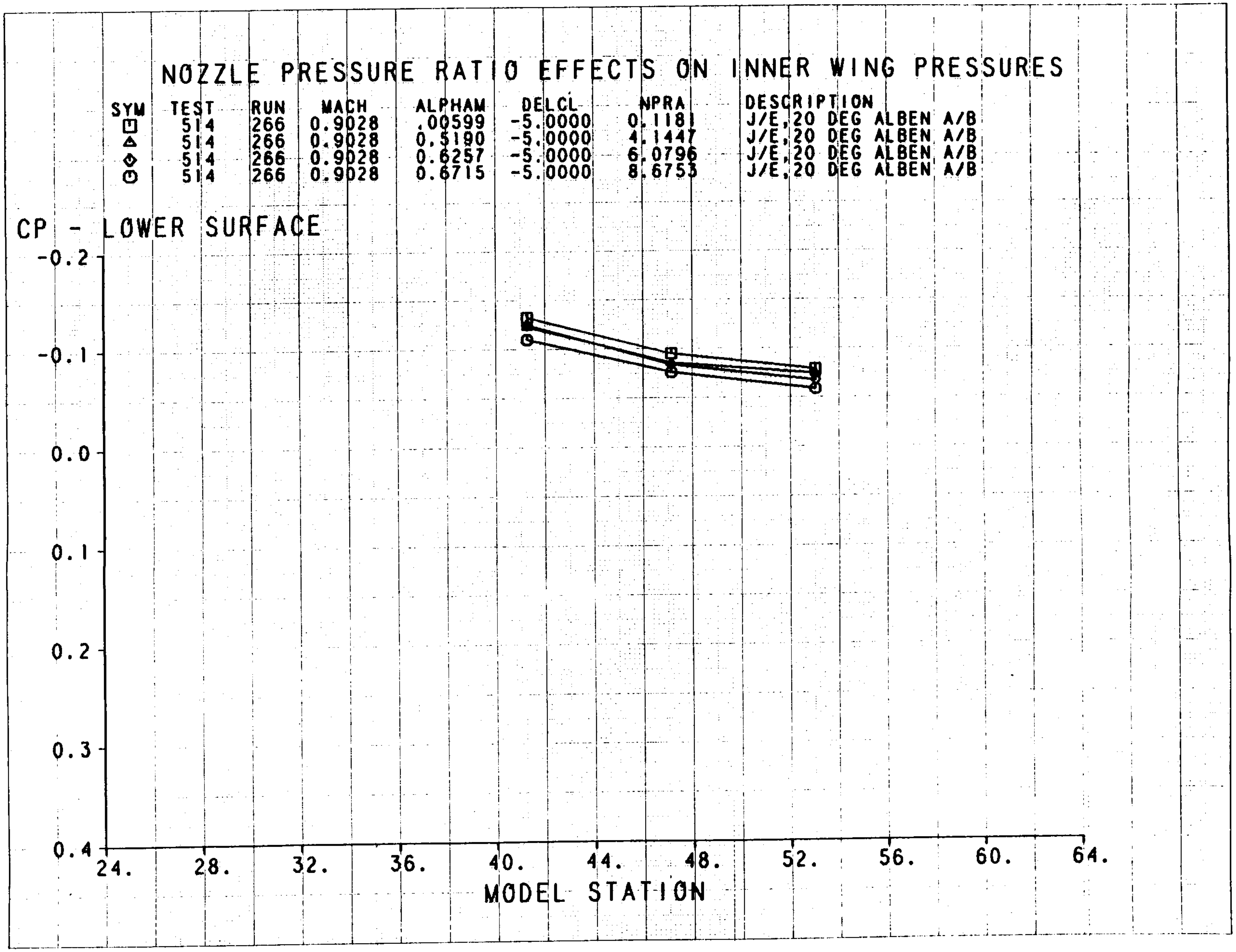
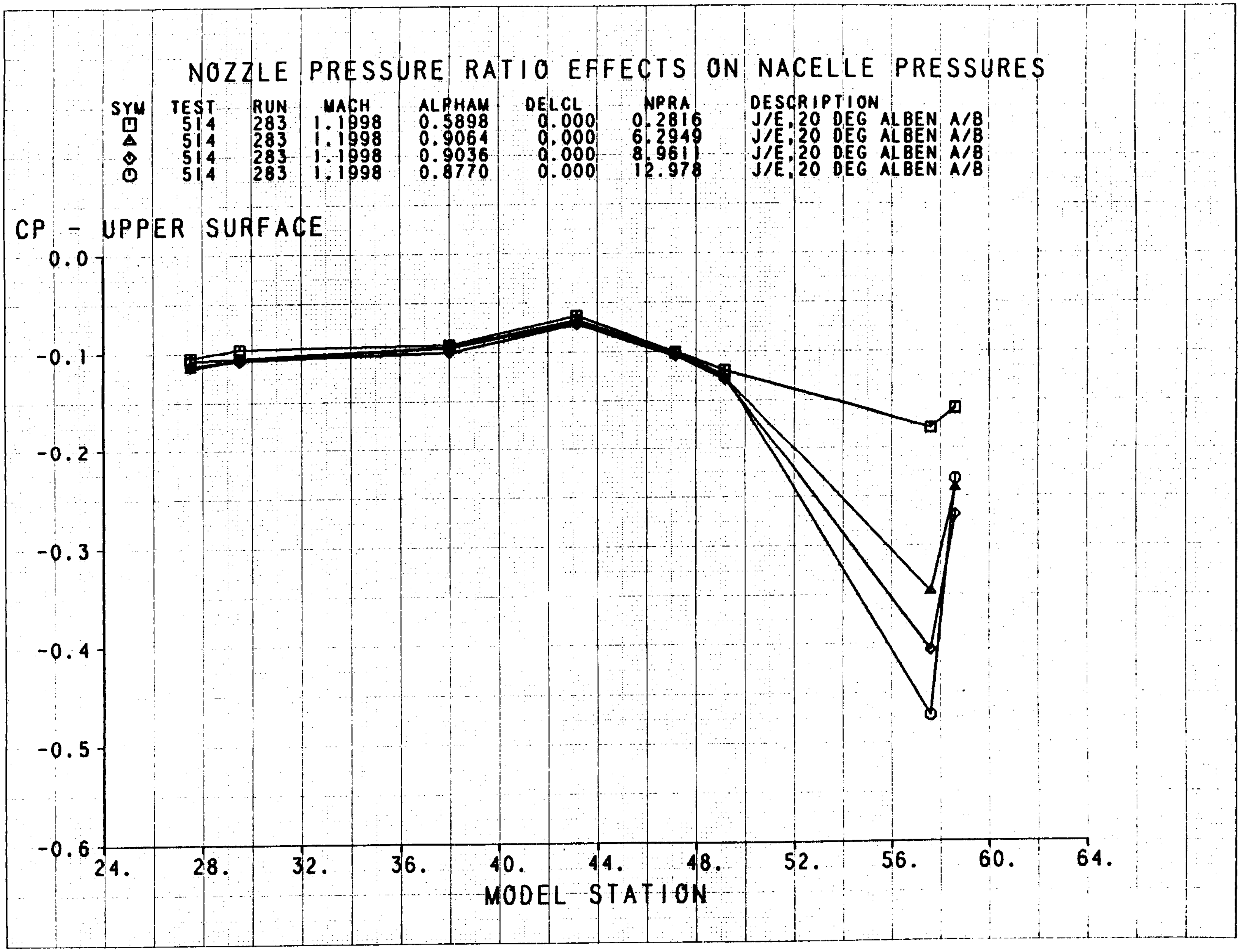
OF POOR QUALITY

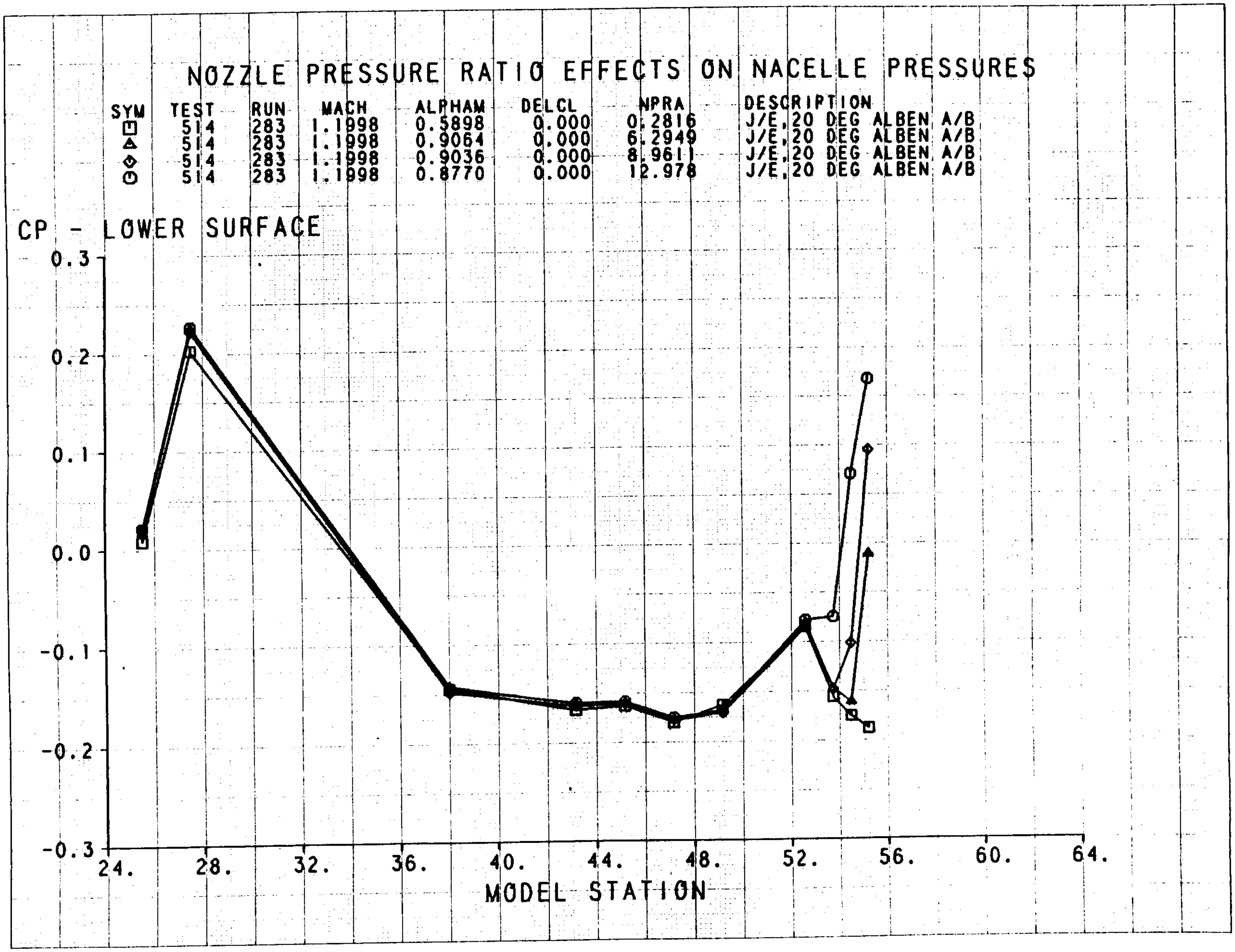
ORIGINAL PAGE IS
OF POOR QUALITY



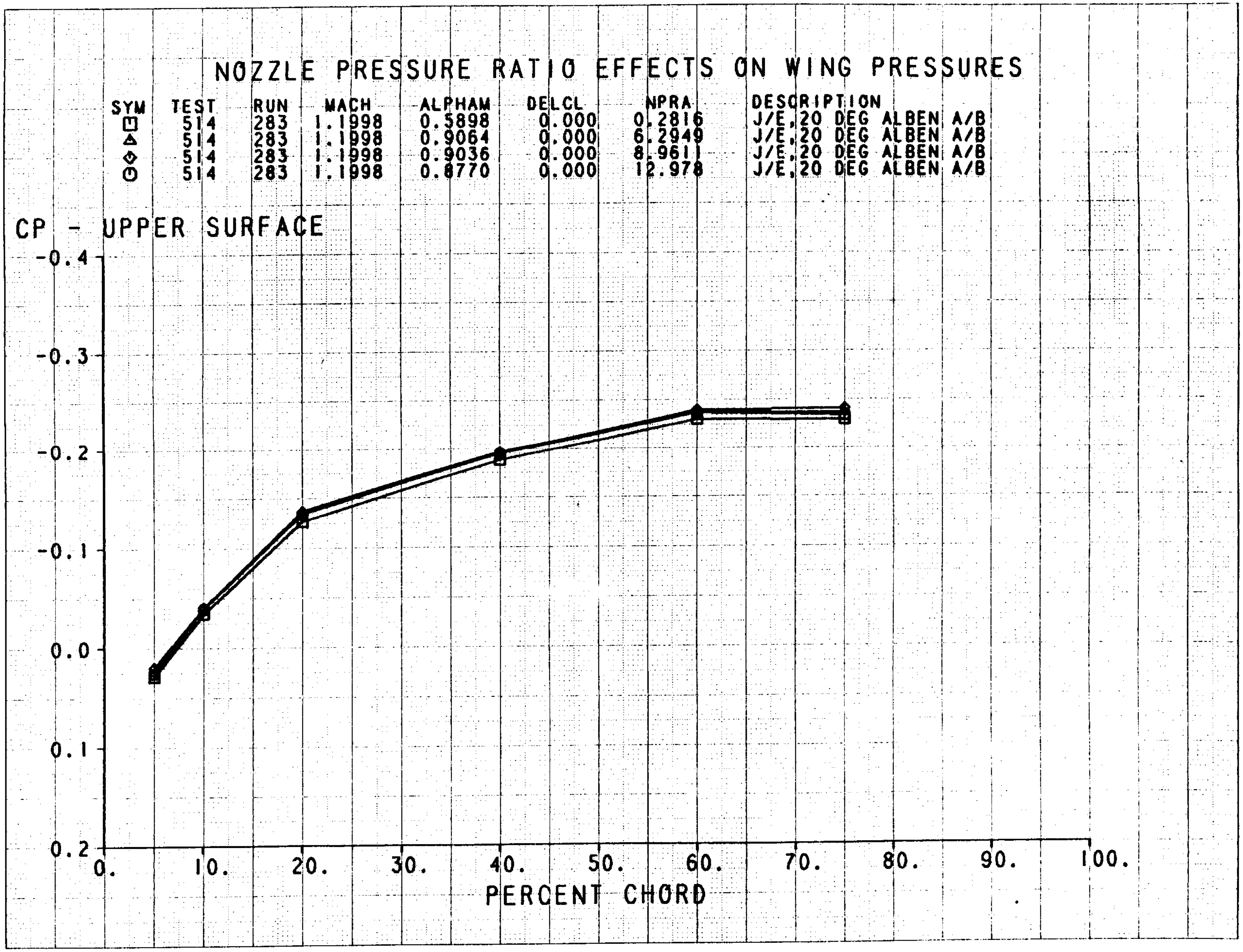

NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 266 0.9028 .00599 -5.0000 0.1181 J/E,20 DEG ALBEN A/B
514 266 0.9028 0.5190 -5.0000 4.1447 J/E,20 DEG ALBEN A/B
514 266 0.9028 0.6257 -5.0000 6.0796 J/E,20 DEG ALBEN A/B
514 266 0.9028 0.6715 -5.0000 8.6753 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

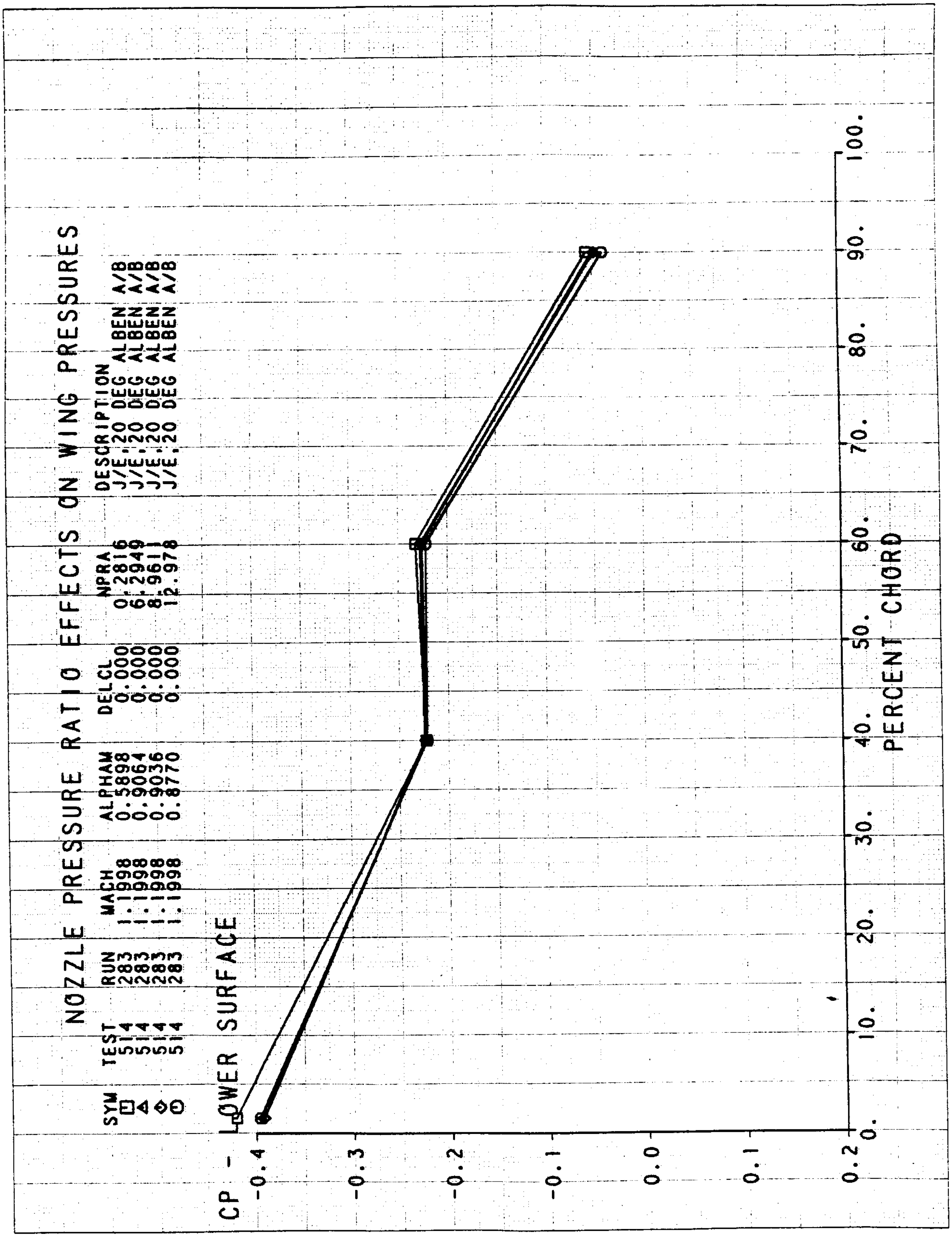


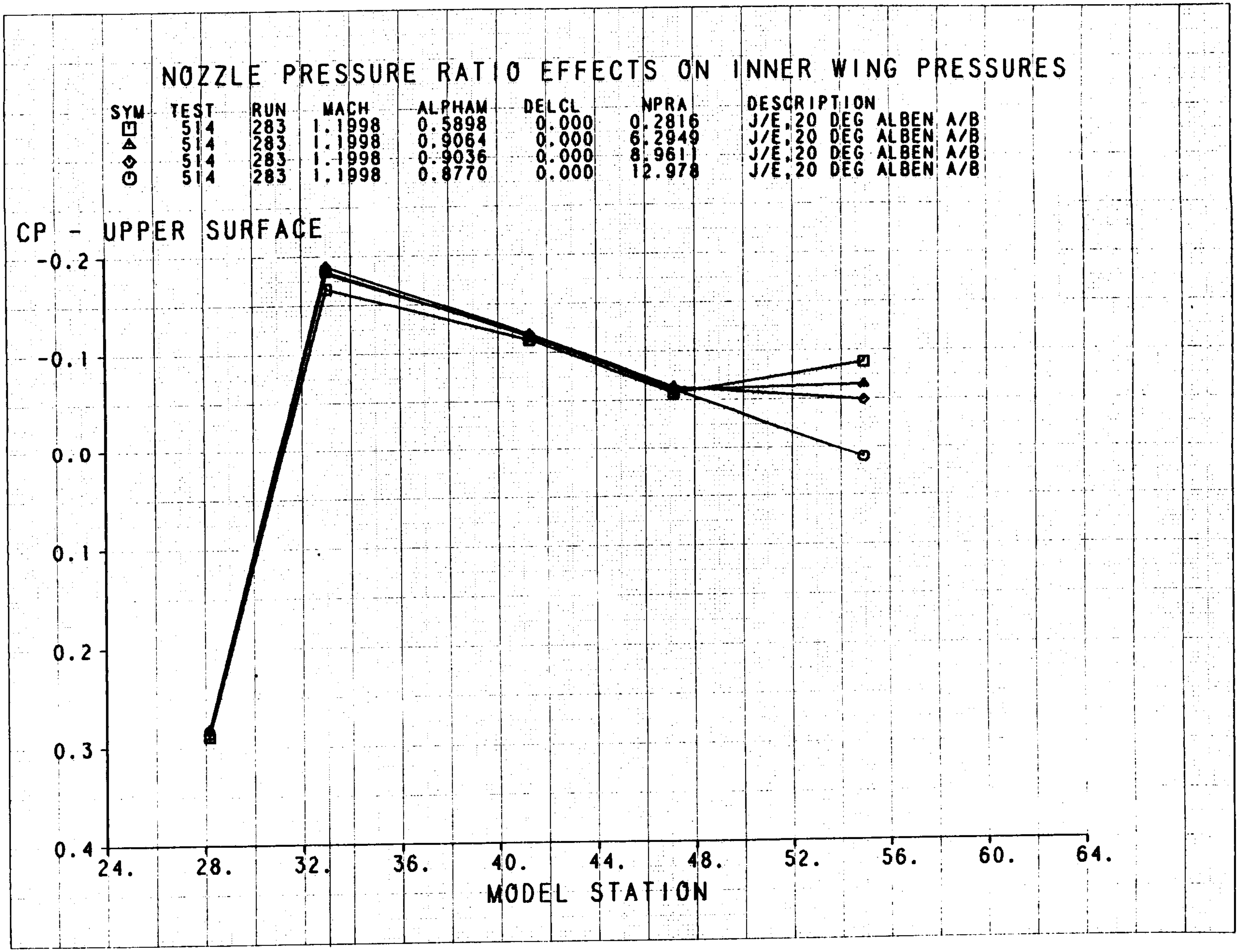
NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 283 1.1998 0.5898 0.000 0.2816 J/E,20 DEG ALBEN A/B
△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
◇ 514 283 1.1998 0.9036 0.000 8.9611 J/E,20 DEG ALBEN A/B
○ 514 283 1.1998 0.8770 0.000 12.978 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.0
-0.1
-0.2
-0.3
-0.4
-0.5
-0.6
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 283 1.1998 0.5898 0.000 0.2816 J/E,20 DEG ALBEN A/B
514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
514 283 1.1998 0.9036 0.000 8.9611 J/E,20 DEG ALBEN A/B
514 283 1.1998 0.8770 0.000 12.978 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 283 1.1998 0.5898 0.000 0.2816 J/E,20 DEG ALBEN A/B
514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
514 283 1.1998 0.9036 0.000 8.9611 J/E,20 DEG ALBEN A/B
514 283 1.1998 0.8770 0.000 12.978 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 283 1.1998 0.5898 0.000 0.2816 J/E.20 DEG ALBEN A/B
△ 514 283 1.1998 0.9064 0.000 6.2949 J/E.20 DEG ALBEN A/B
◇ 514 283 1.1998 0.9036 0.000 8.9611 J/E.20 DEG ALBEN A/B
⊙ 514 283 1.1998 0.8770 0.000 12.978 J/E.20 DEG ALBEN A/B
LOWER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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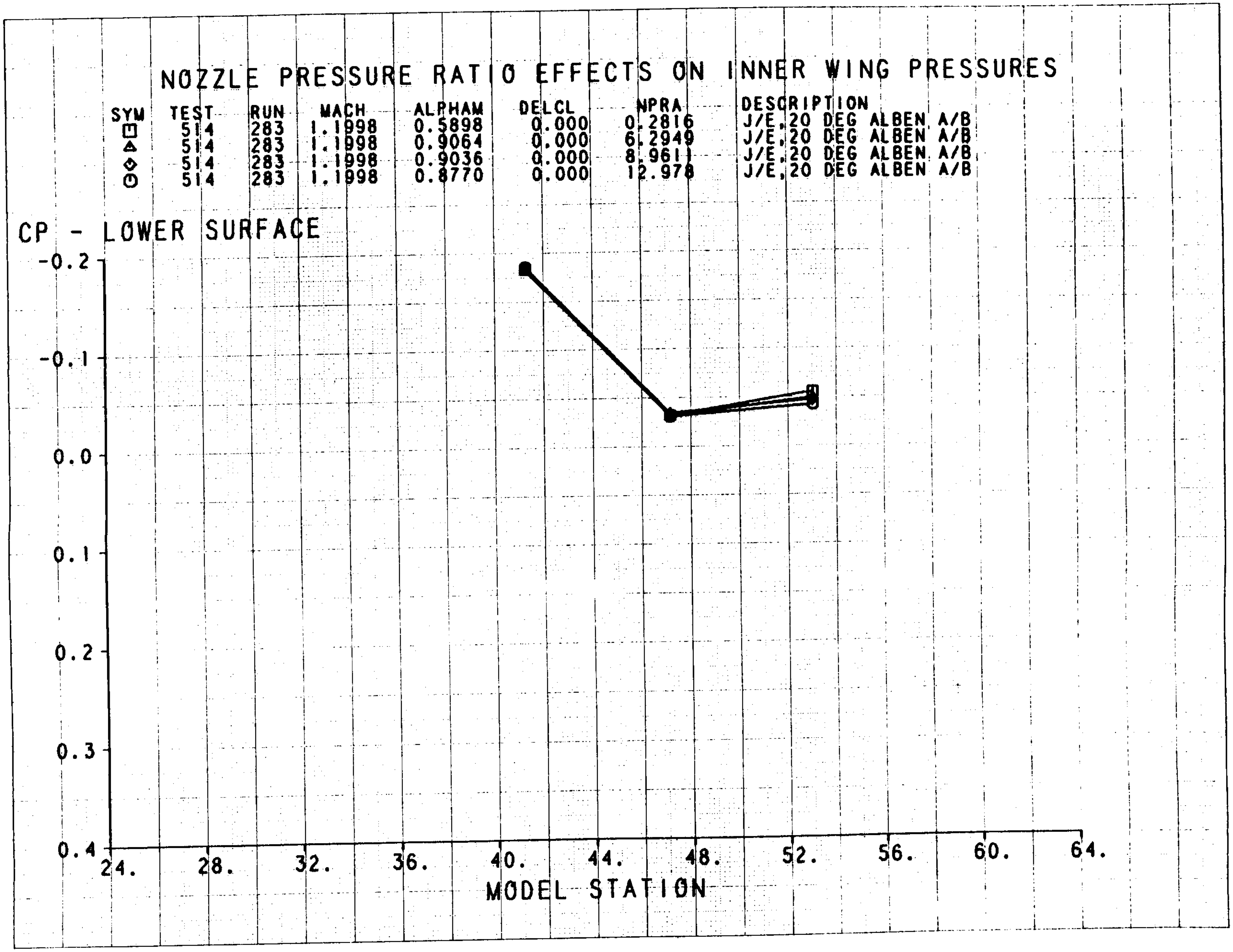
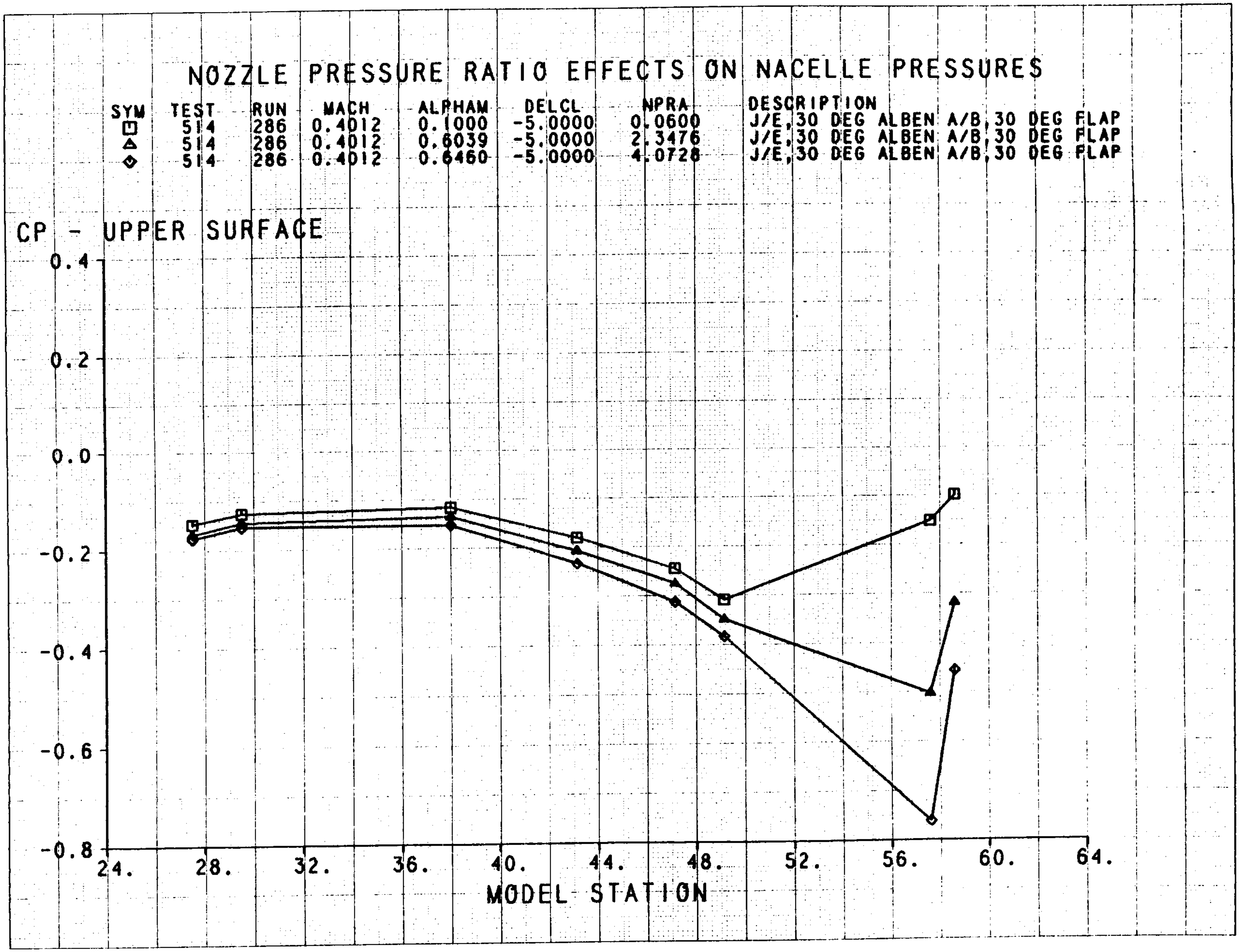
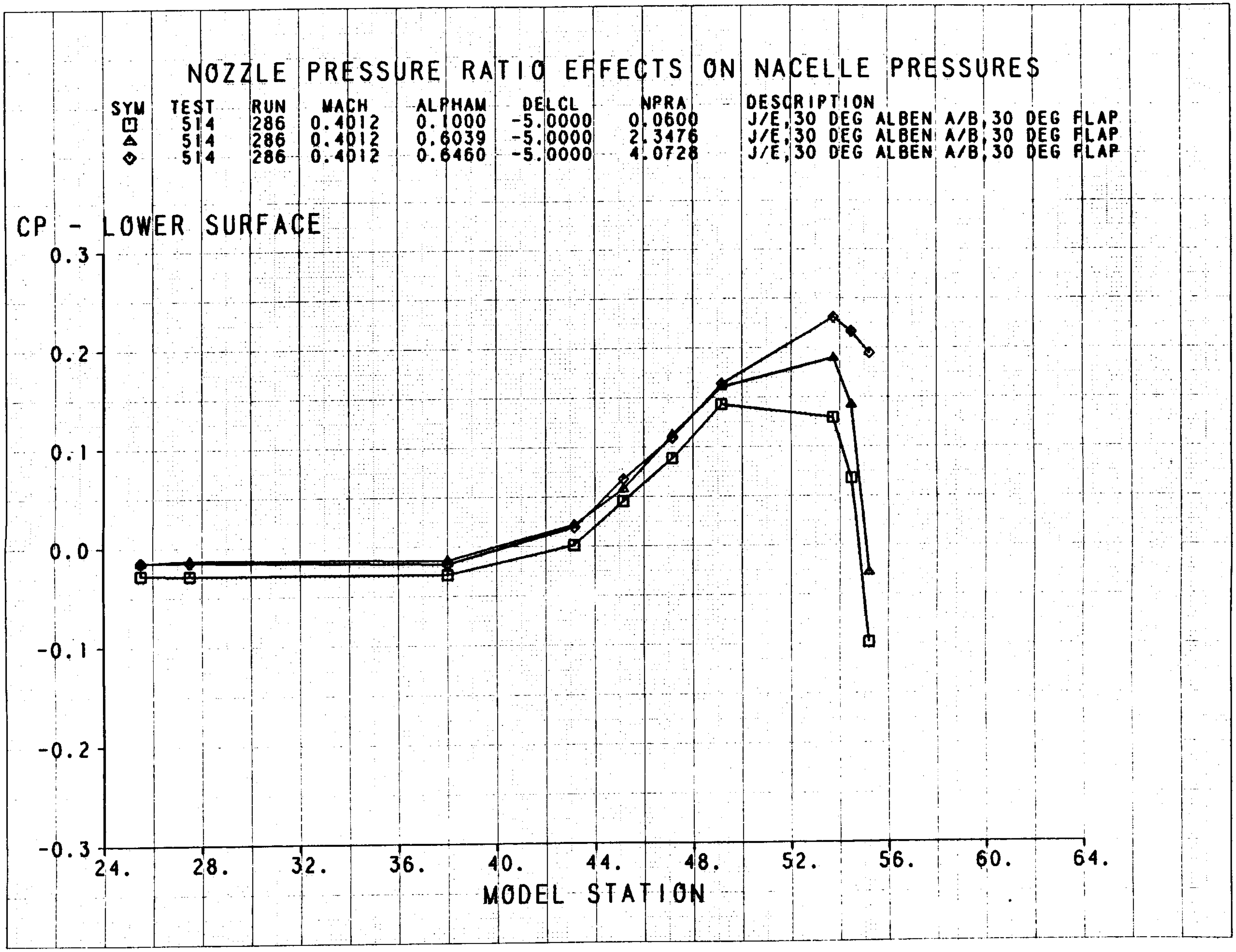
△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
◇ 514 283 1.1998 0.9036 0.000 8.9611 J/E,20 DEG ALBEN A/B
○ 514 283 1.1998 0.8770 0.000 12.978 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

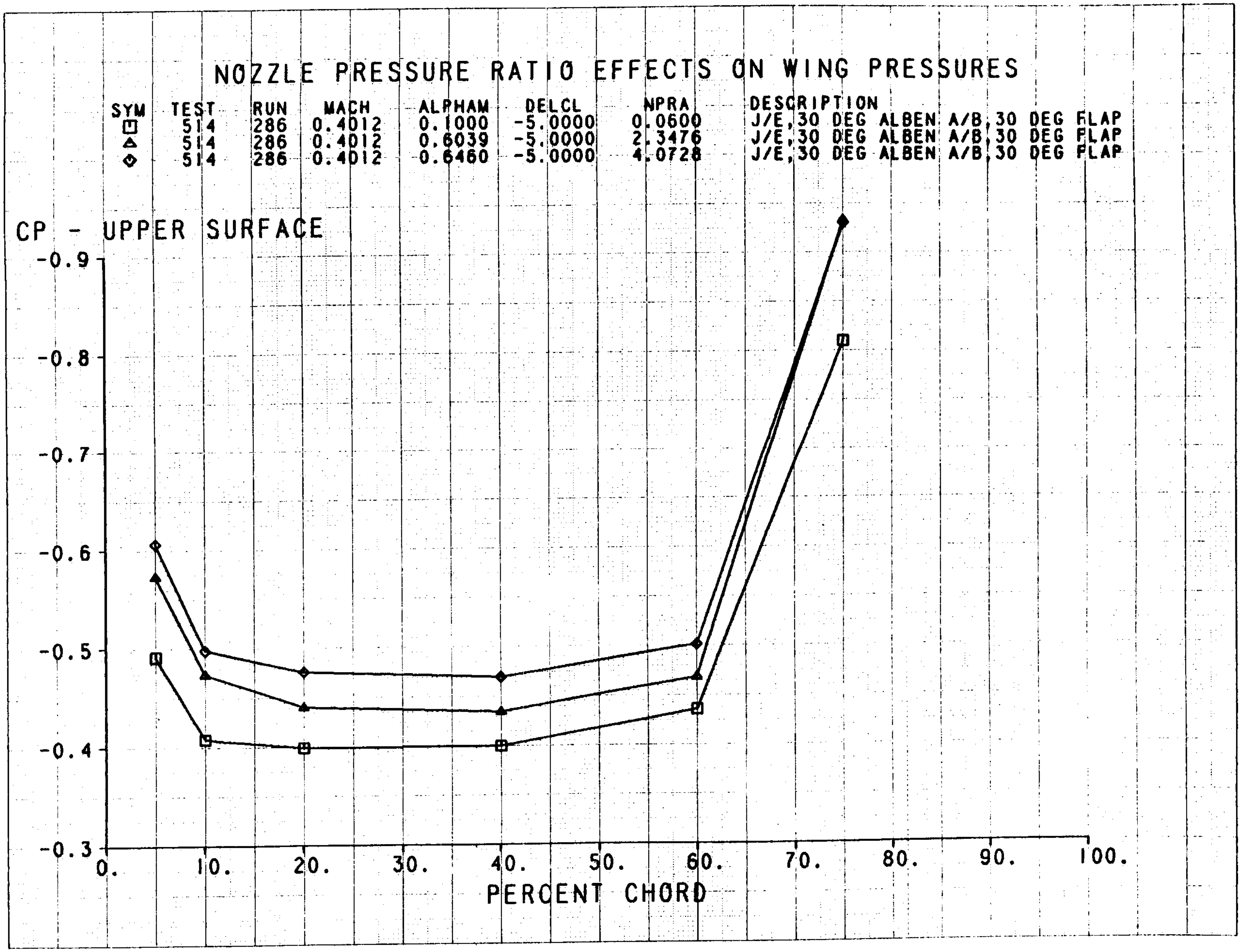


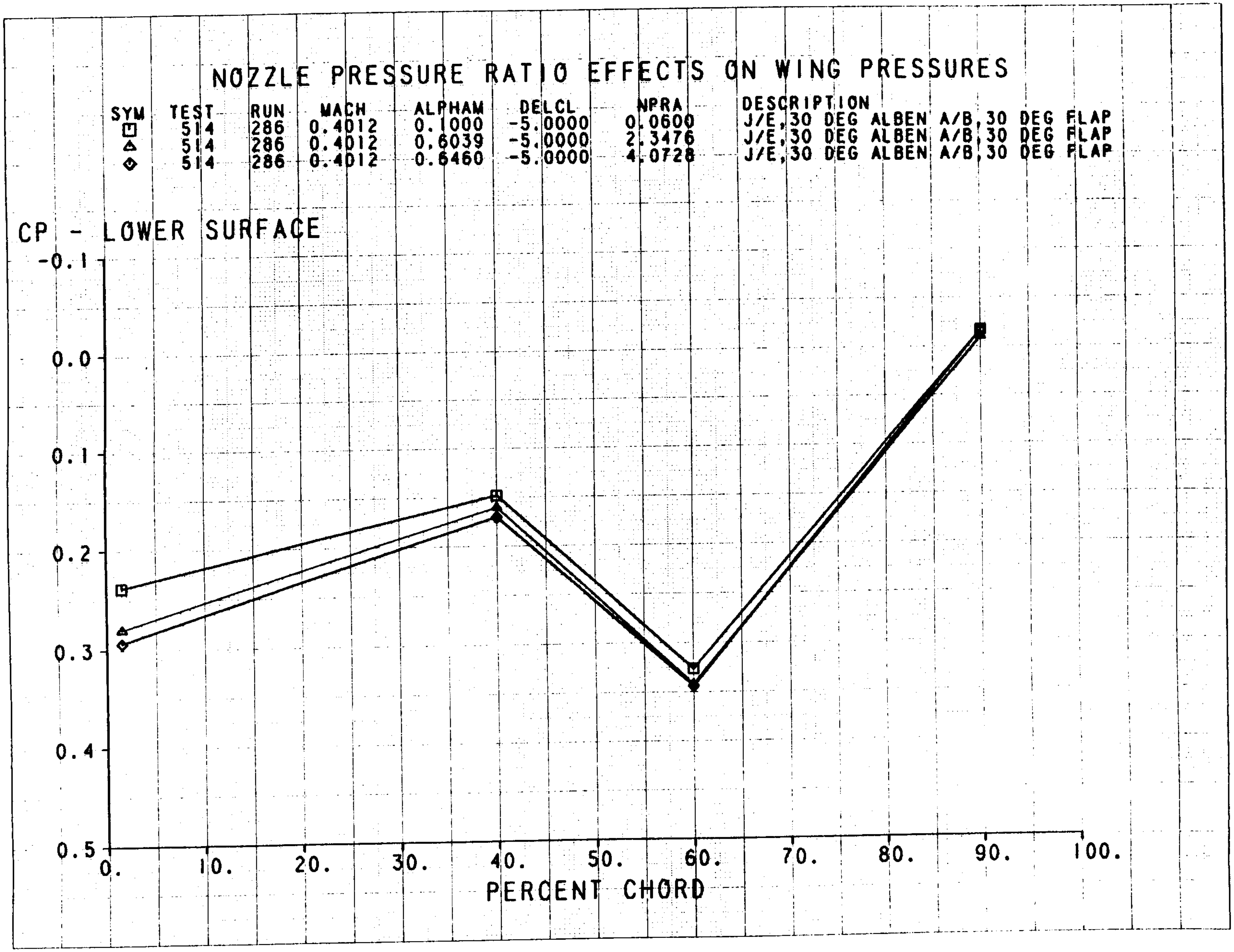
NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 283 1.1998 0.5898 0.000 0.2816 J/E,20 DEG ALBEN A/B
△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
◇ 514 283 1.1998 0.9036 0.000 8.9611 J/E,20 DEG ALBEN A/B
○ 514 283 1.1998 0.8770 0.000 12.978 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 286 0.4012 0.1000 -5.0000 0.0600 J/E,30 DEG ALBEN A/B,30 DEG FLAP
△ 514 286 0.4012 0.6039 -5.0000 2.3476 J/E,30 DEG ALBEN A/B,30 DEG FLAP
◇ 514 286 0.4012 0.6460 -5.0000 4.0728 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
0.4
0.2
0.0
-0.2
-0.4
-0.6
-0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



NOZZLE PRESSURE RATIO EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 286 0.4012 0.1000 -5.0000 0.0600 J/E,30 DEG ALBEN A/B,30 DEG FLAP
△ 514 286 0.4012 0.6039 -5.0000 2.3476 J/E,30 DEG ALBEN A/B,30 DEG FLAP
◇ 514 286 0.4012 0.6460 -5.0000 4.0728 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 286 0.4012 0.1000 -5.0000 0.0600 J/E,30 DEG ALBEN A/B,30 DEG FLAP
△ 514 286 0.4012 0.6039 -5.0000 2.3476 J/E,30 DEG ALBEN A/B,30 DEG FLAP
◇ 514 286 0.4012 0.6460 -5.0000 4.0728 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
-0.9
-0.8
-0.7
-0.6
-0.5
-0.4
-0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE PRESSURE RATIO EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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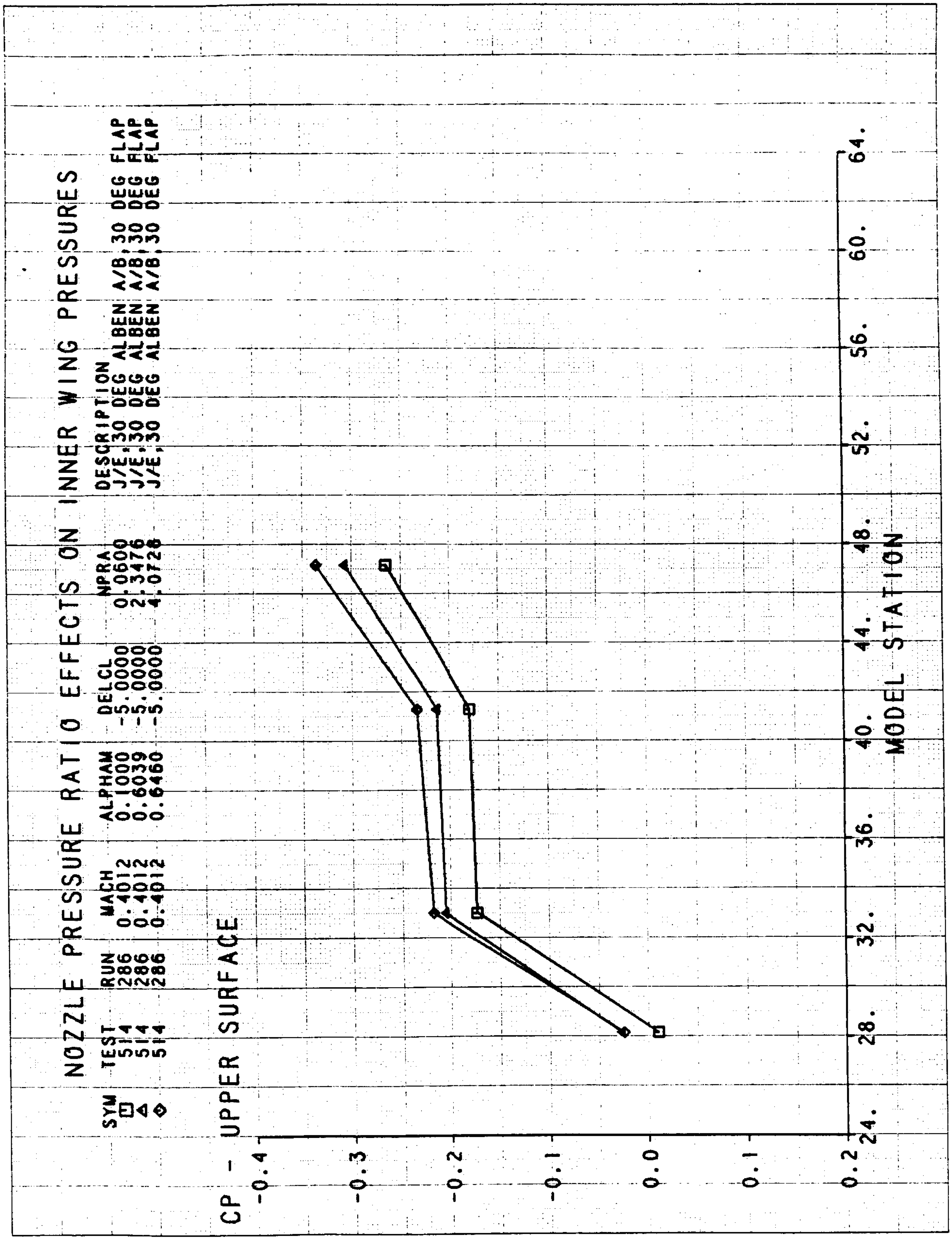
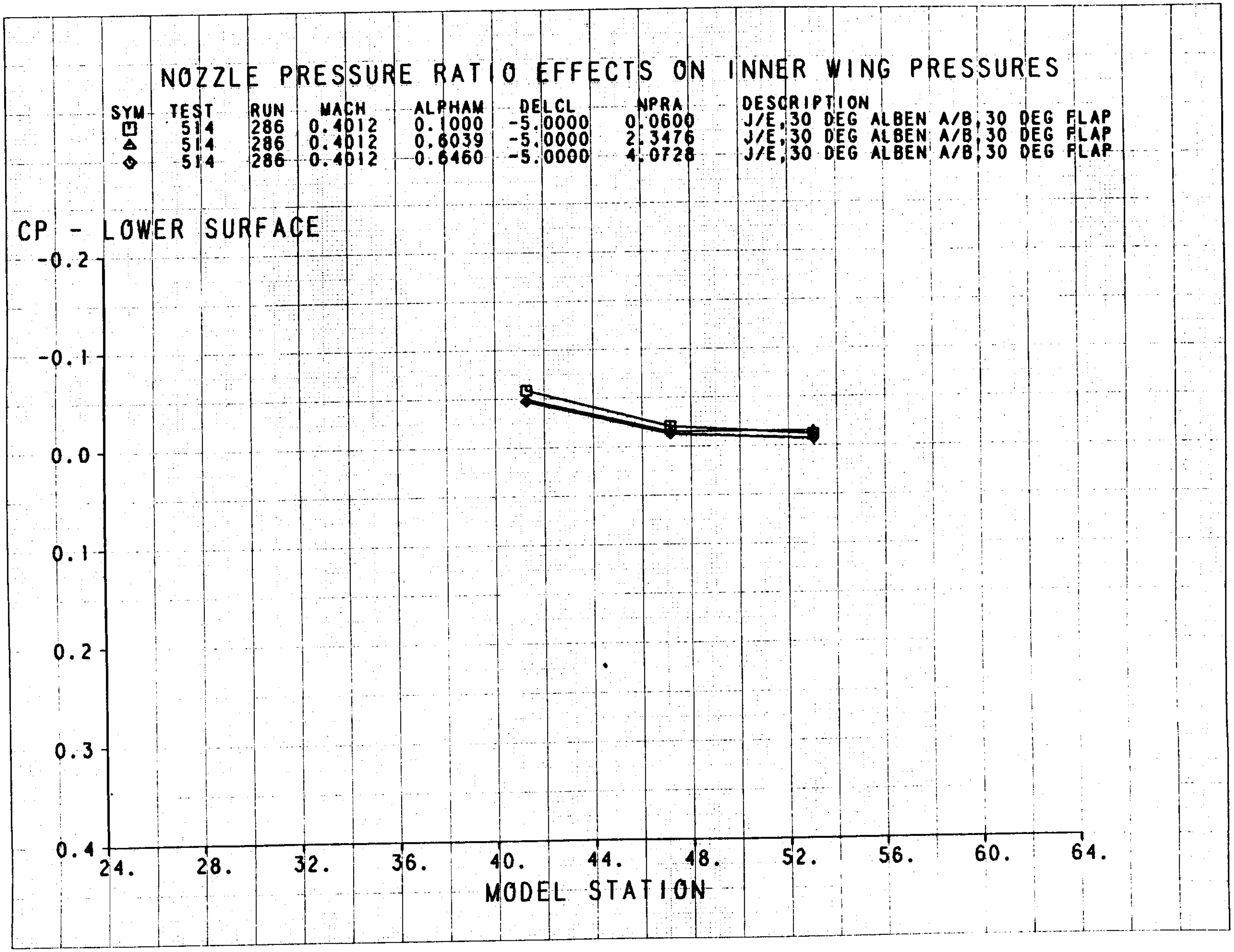
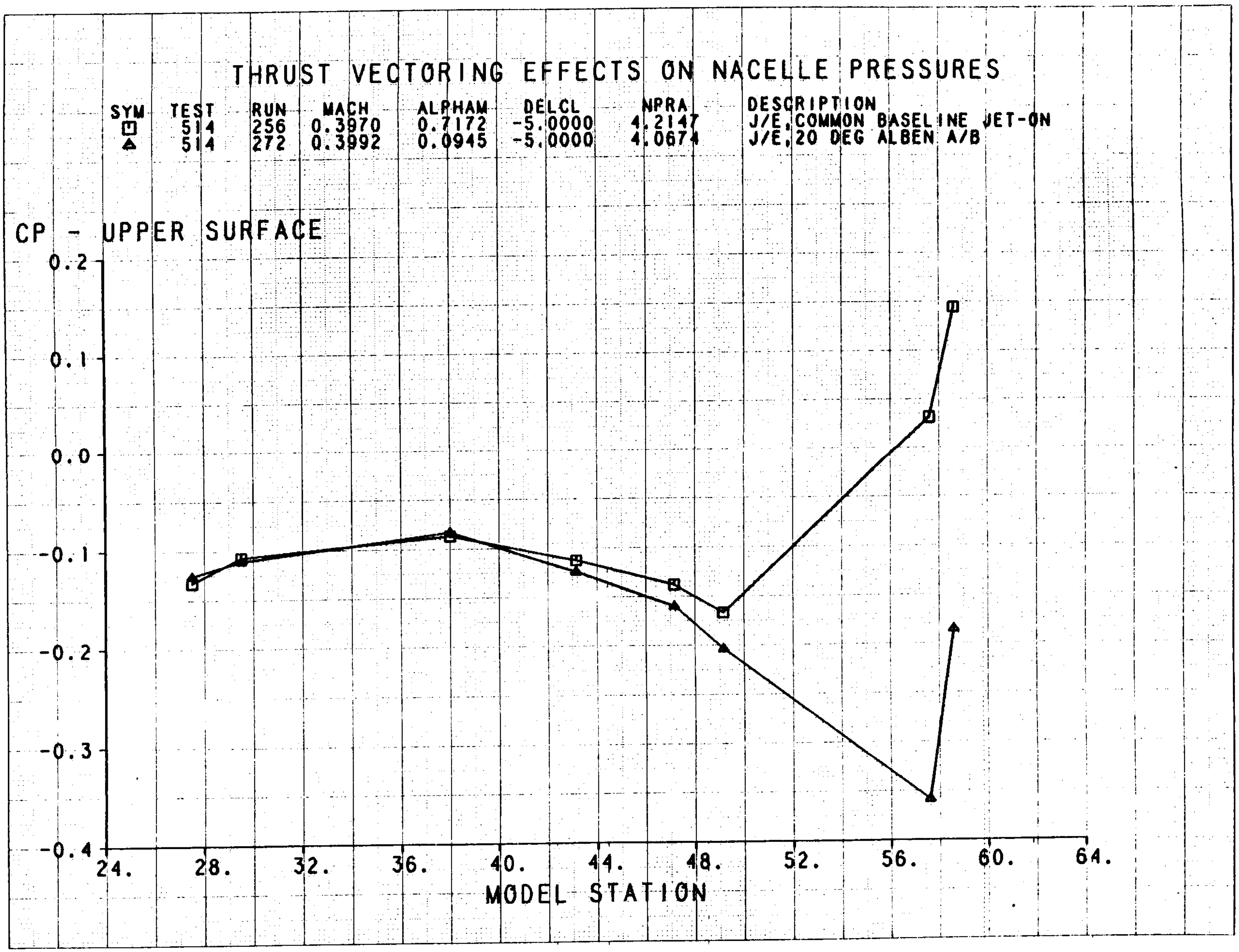
514 286 0.4012 0.6039 -5.0000 2.3476 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 286 0.4012 0.6460 -5.0000 4.0728 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 286 0.4012 0.1000 -5.0000 0.0600 J/E,30 DEG ALBEN A/B,30 DEG FLAP
△ 514 286 0.4012 0.6039 -5.0000 2.3476 J/E,30 DEG ALBEN A/B,30 DEG FLAP
◇ 514 286 0.4012 0.6460 -5.0000 4.0728 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

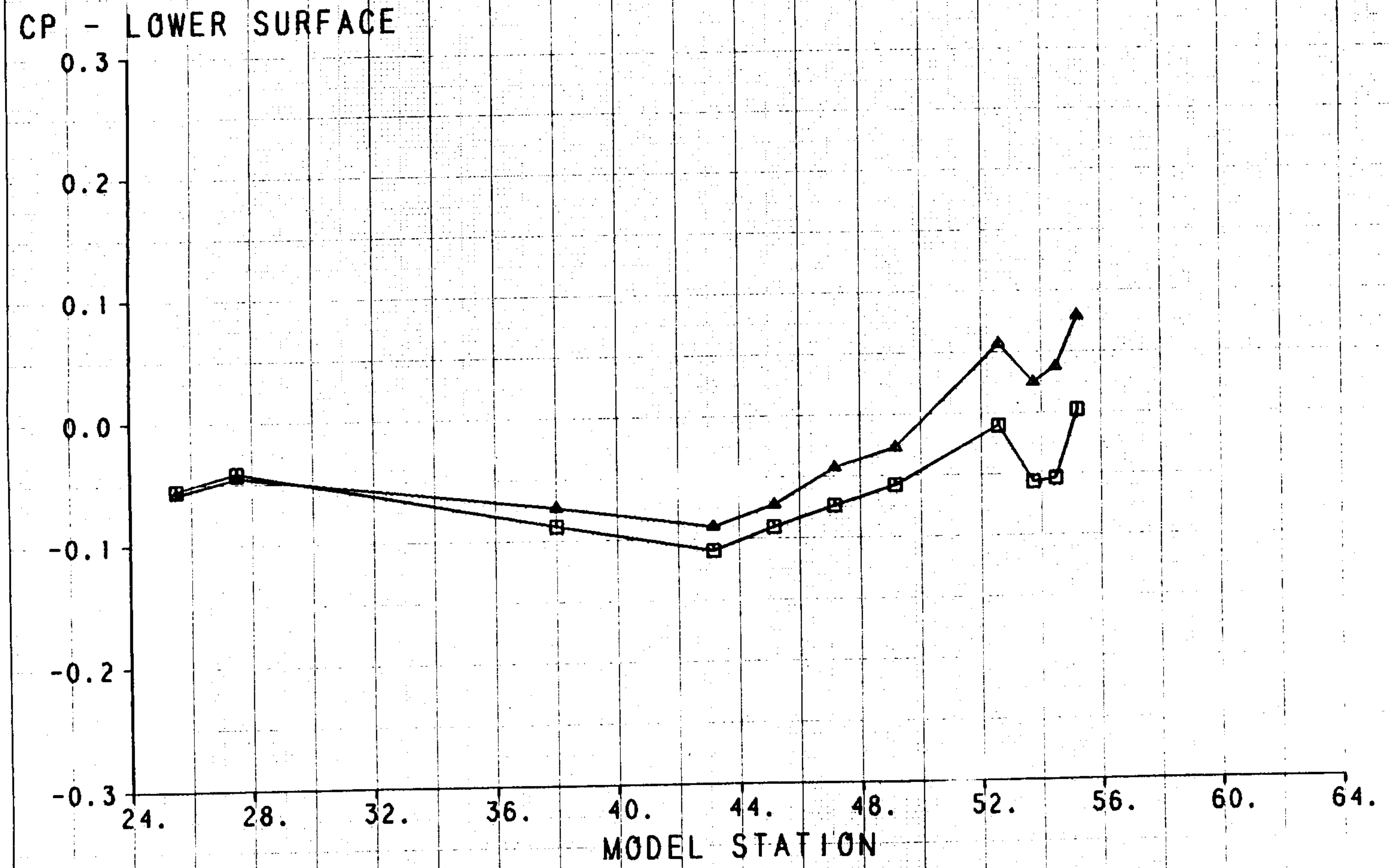


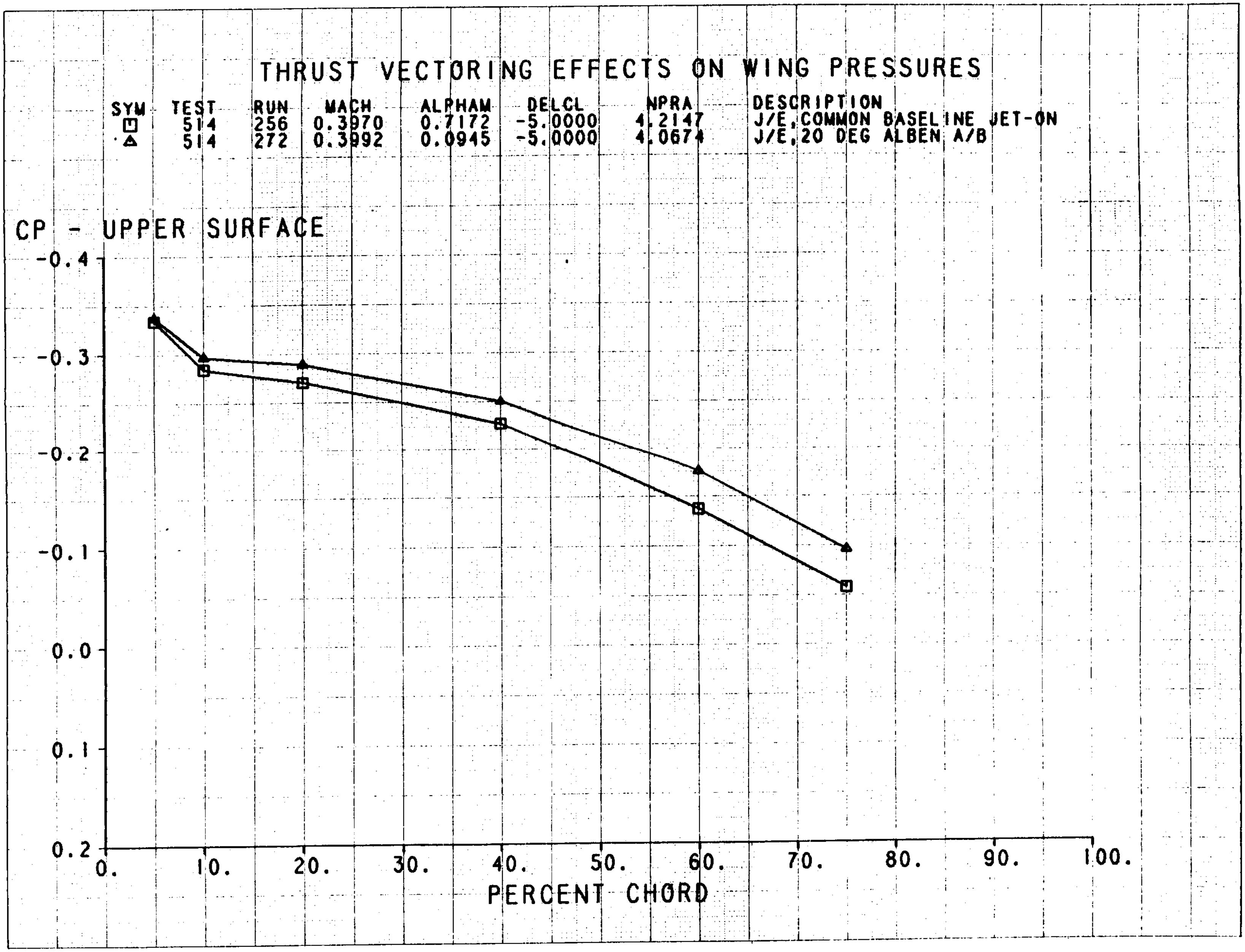
NOZZLE PRESSURE RATIO EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 286 0.4012 0.1000 -5.0000 0.0600 J/E,30 DEG ALBEN A/B,30 DEG FLAP
△ 514 286 0.4012 0.6039 -5.0000 2.3476 J/E,30 DEG ALBEN A/B,30 DEG FLAP
◇ 514 286 0.4012 0.6460 -5.0000 4.0728 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.7172 -5.0000 4.2147 J/E,COMMON BASELINE JET-ON
△ 514 272 0.3992 0.0945 -5.0000 4.0674 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

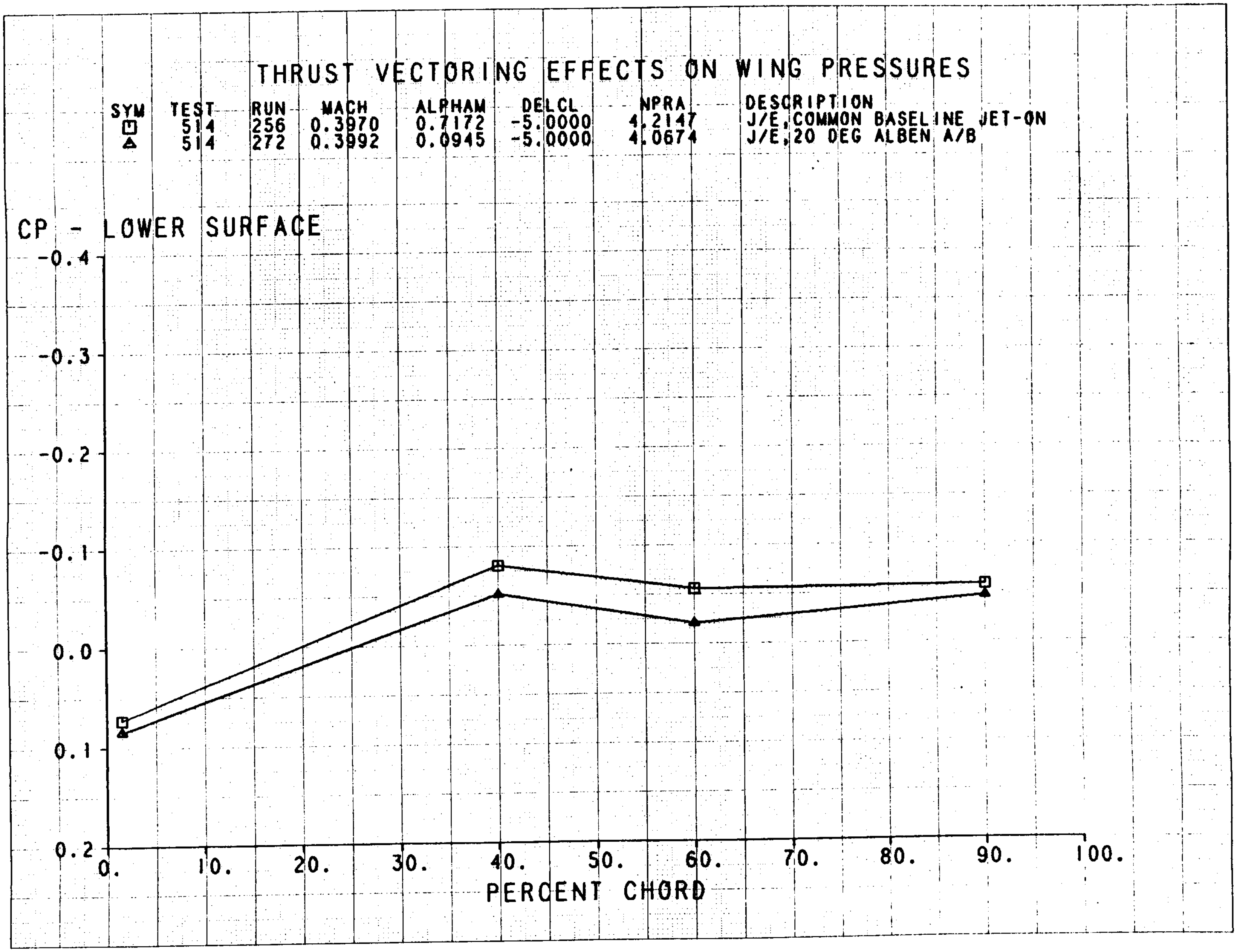
THRUST VECTORING EFFECTS ON NACELLE PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	256	0.3970	0.7172	-5.0000	4.2147	J/E,COMMON BASELINE JET-ON
△	514	272	0.3992	0.0945	-5.0000	4.0674	J/E,20 DEG ALBEN A/B

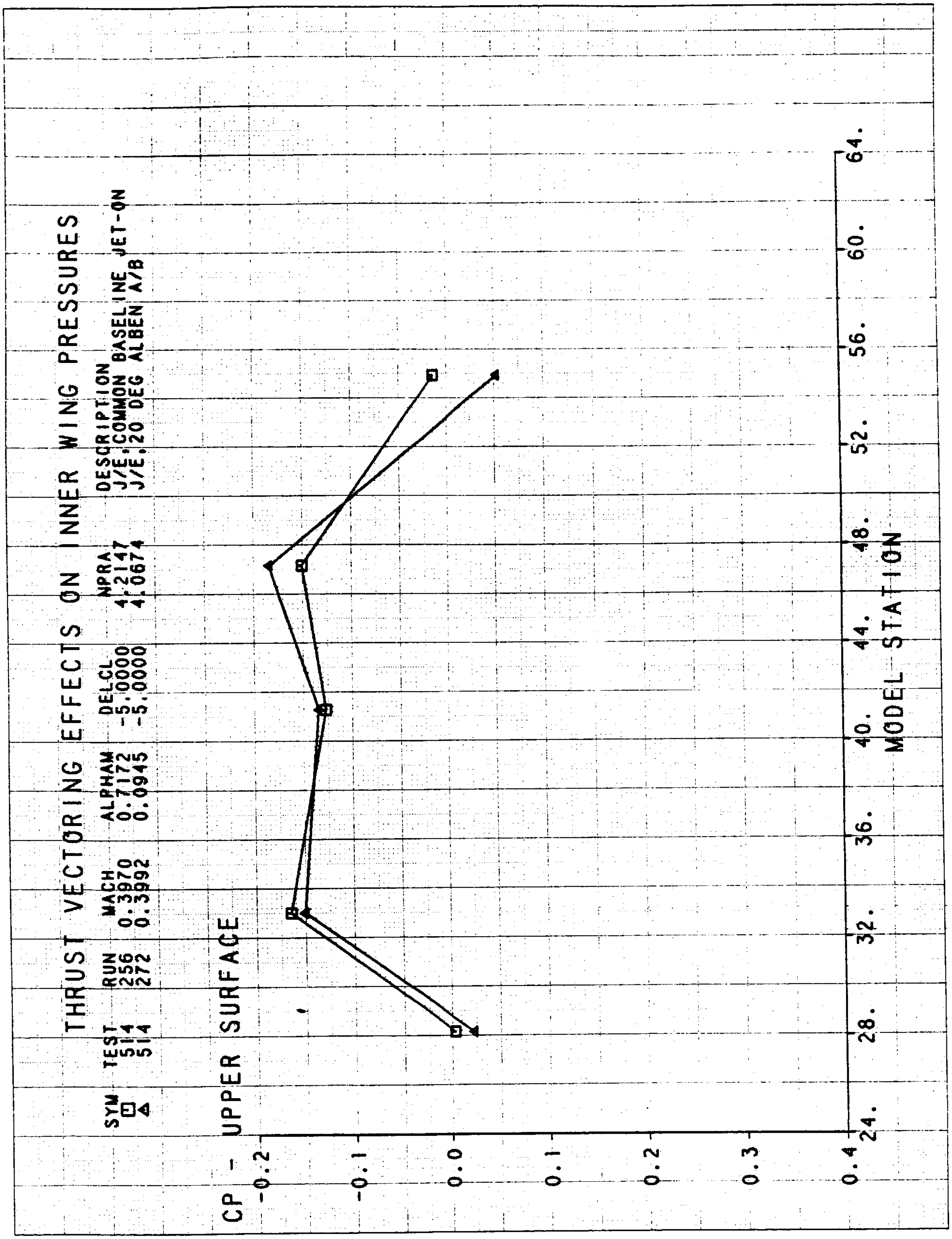


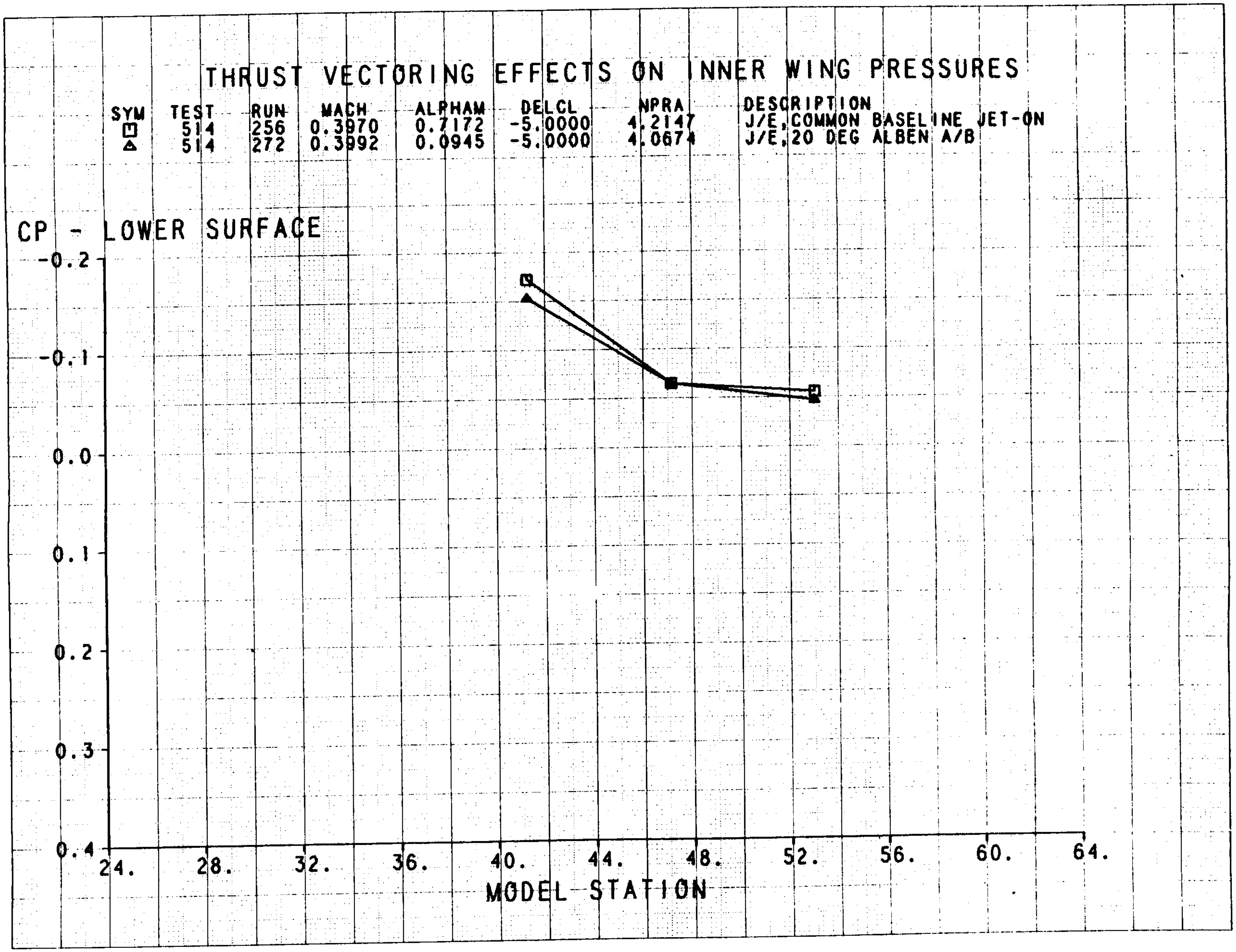

THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.7172 -5.0000 4.2147 J/E,COMMON BASELINE JET-ON
△ 514 272 0.3992 0.0945 -5.0000 4.0674 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

C-4


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.7172 -5.0000 4.2147 J/E,COMMON BASELINE JET-ON
△ 514 272 0.3992 0.0945 -5.0000 4.0674 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

ORIGINAL PAGE IS
OF POOR QUALITY




THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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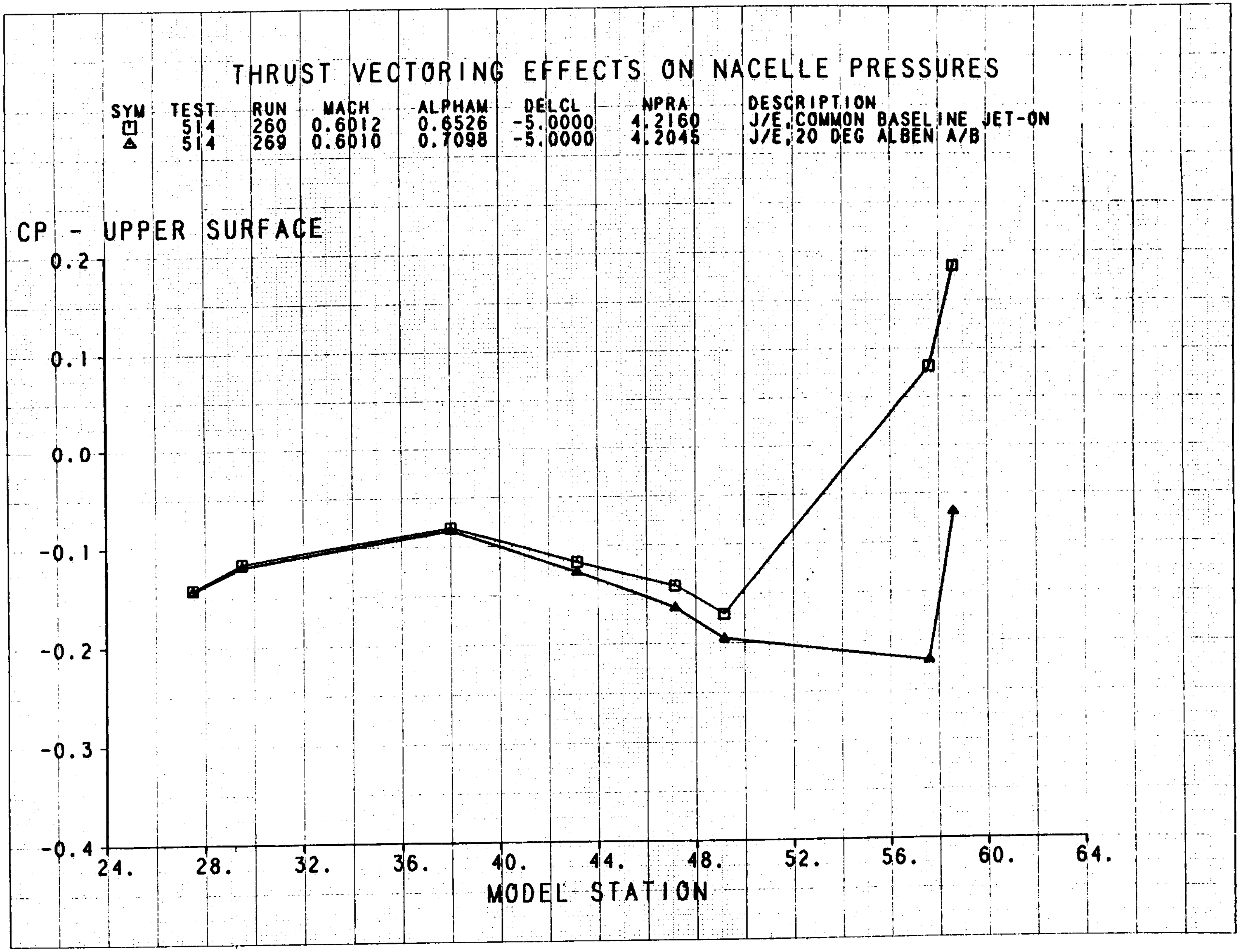
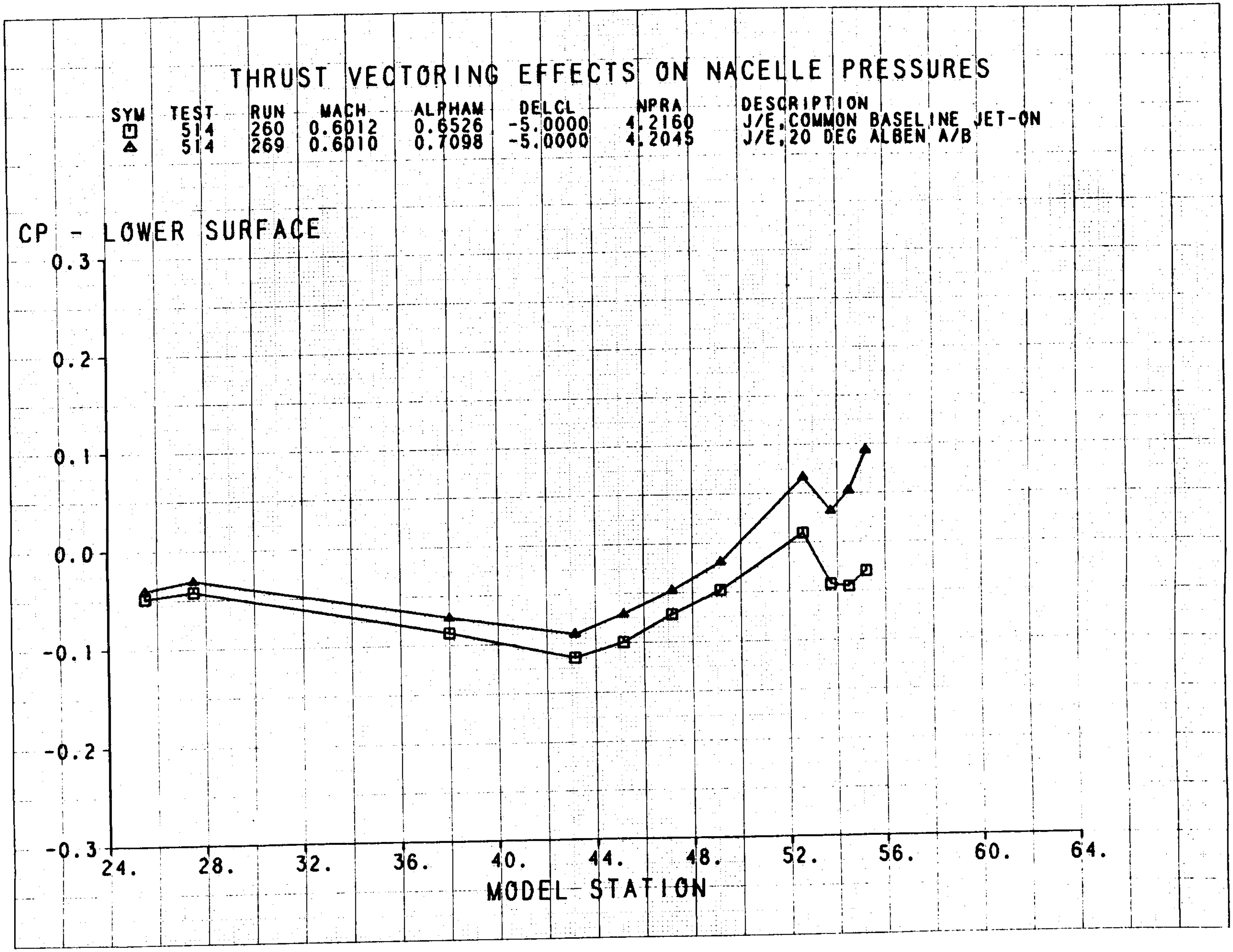
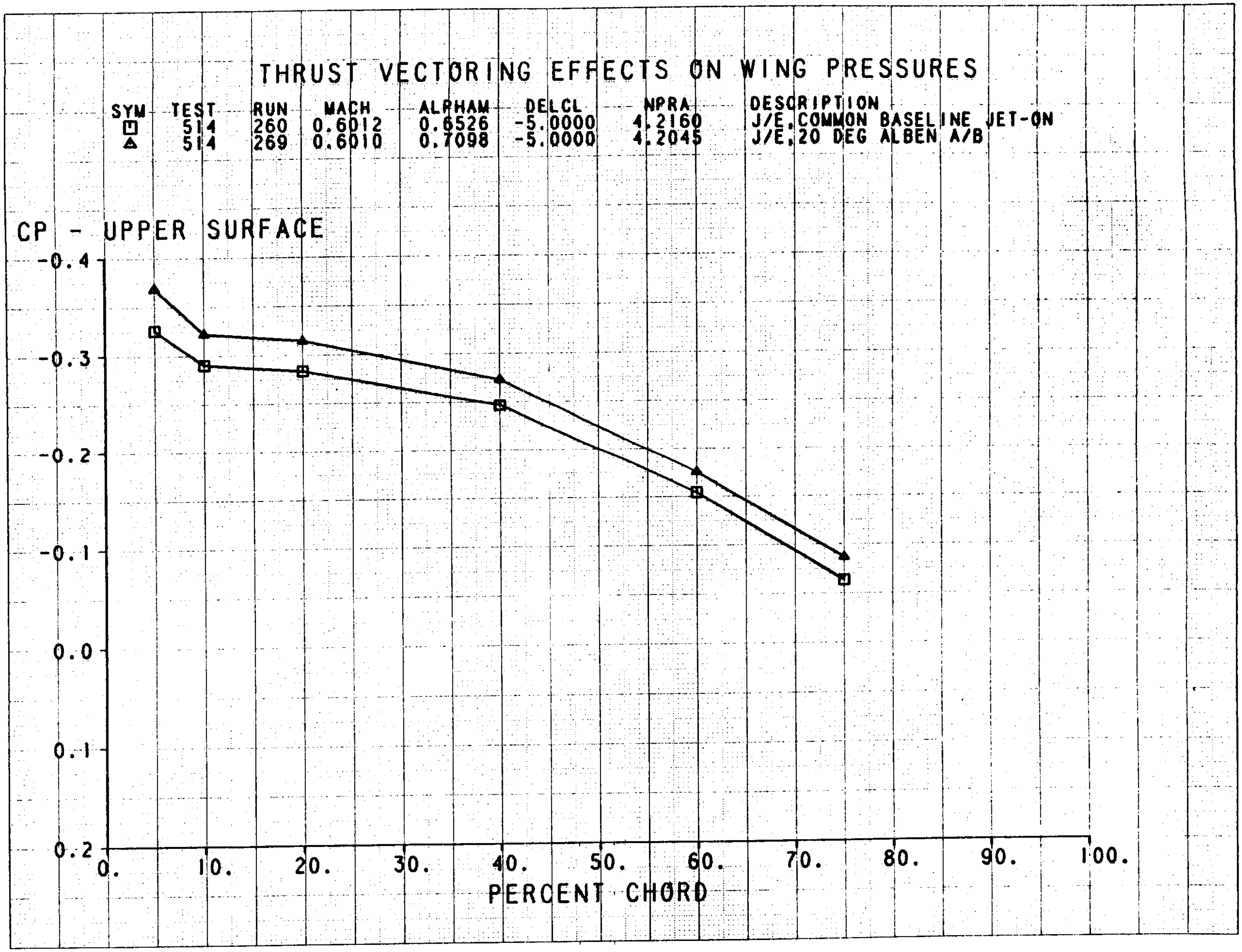
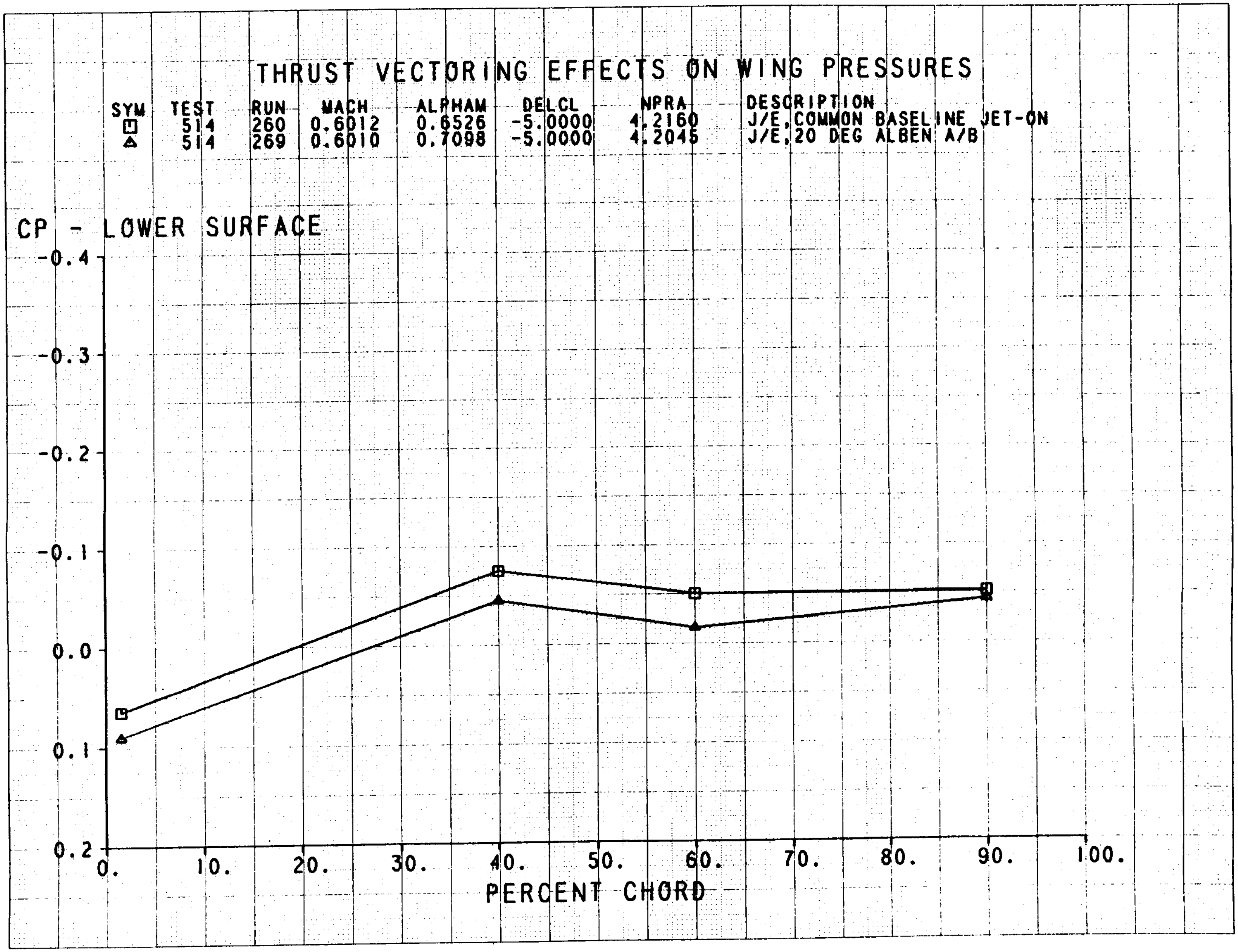
△ 514 272 0.3992 0.0945 -5.0000 4.0674 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

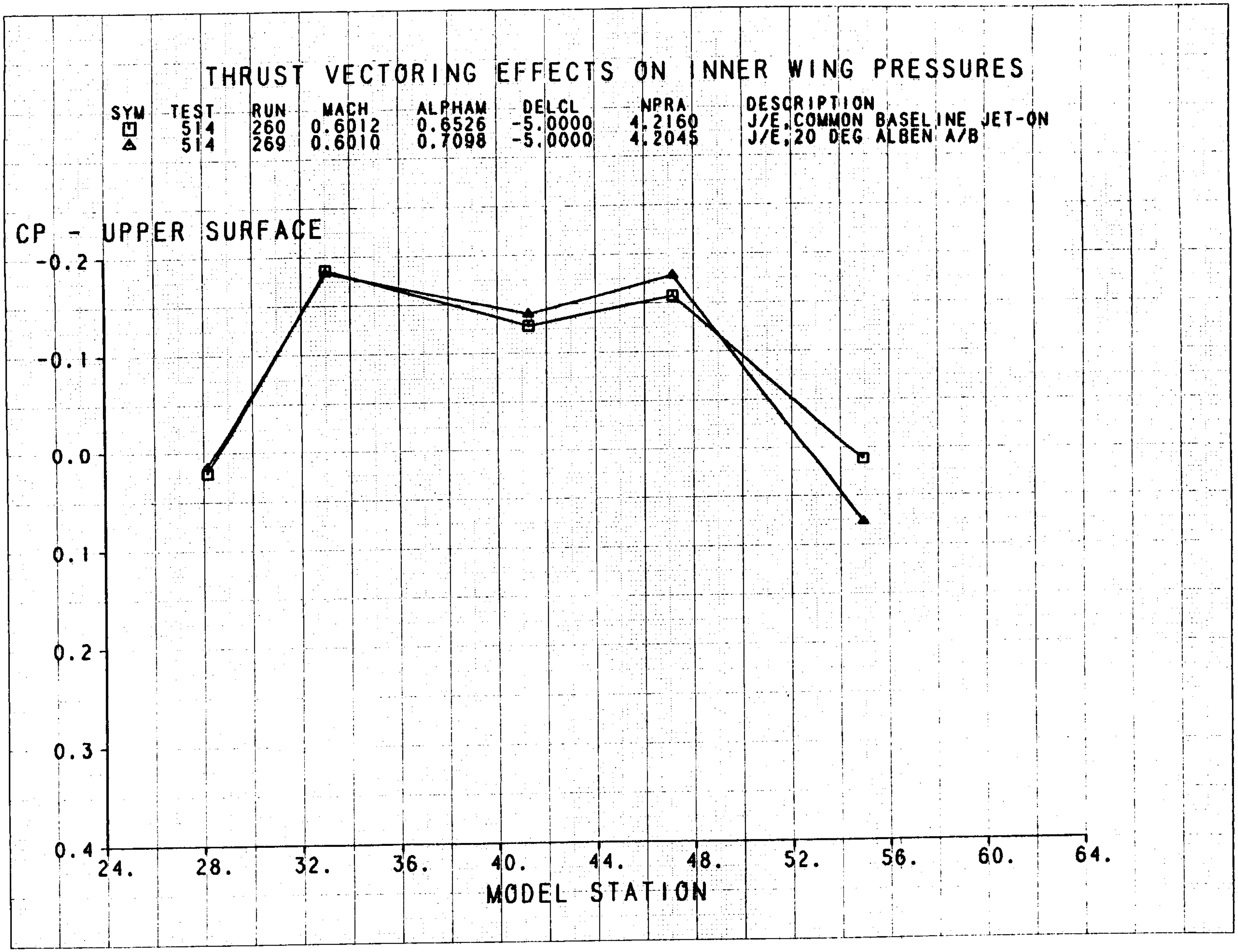

THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

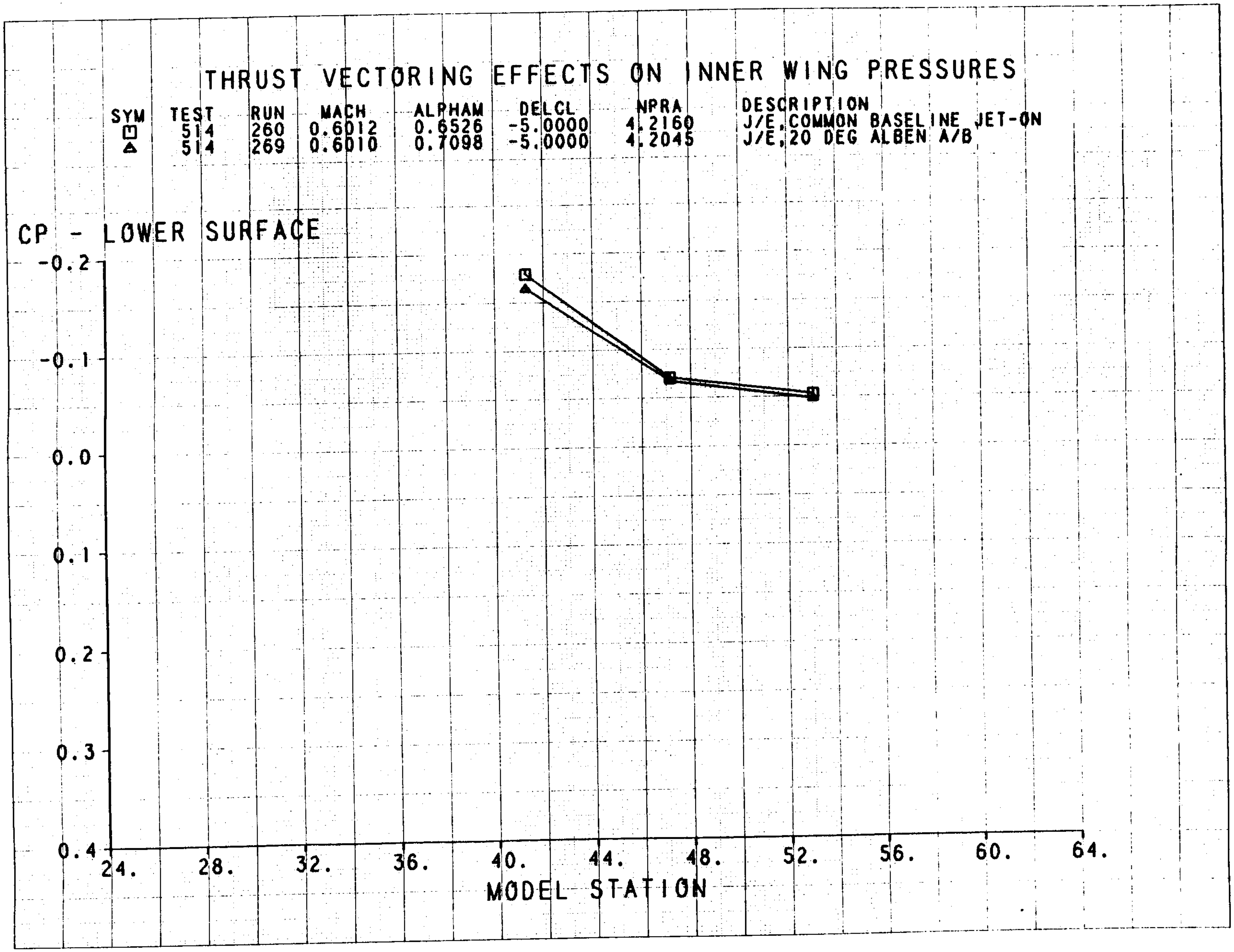

THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

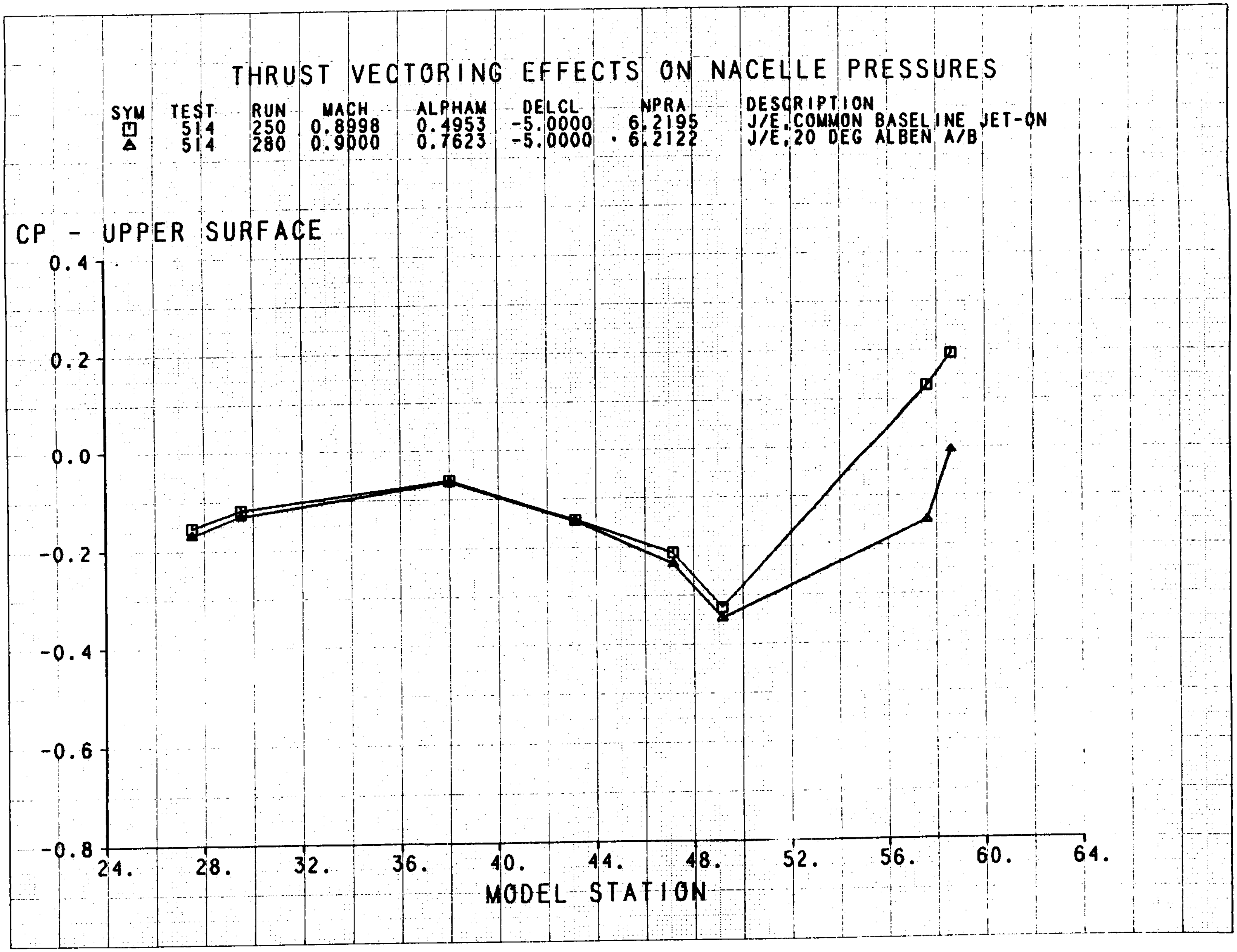


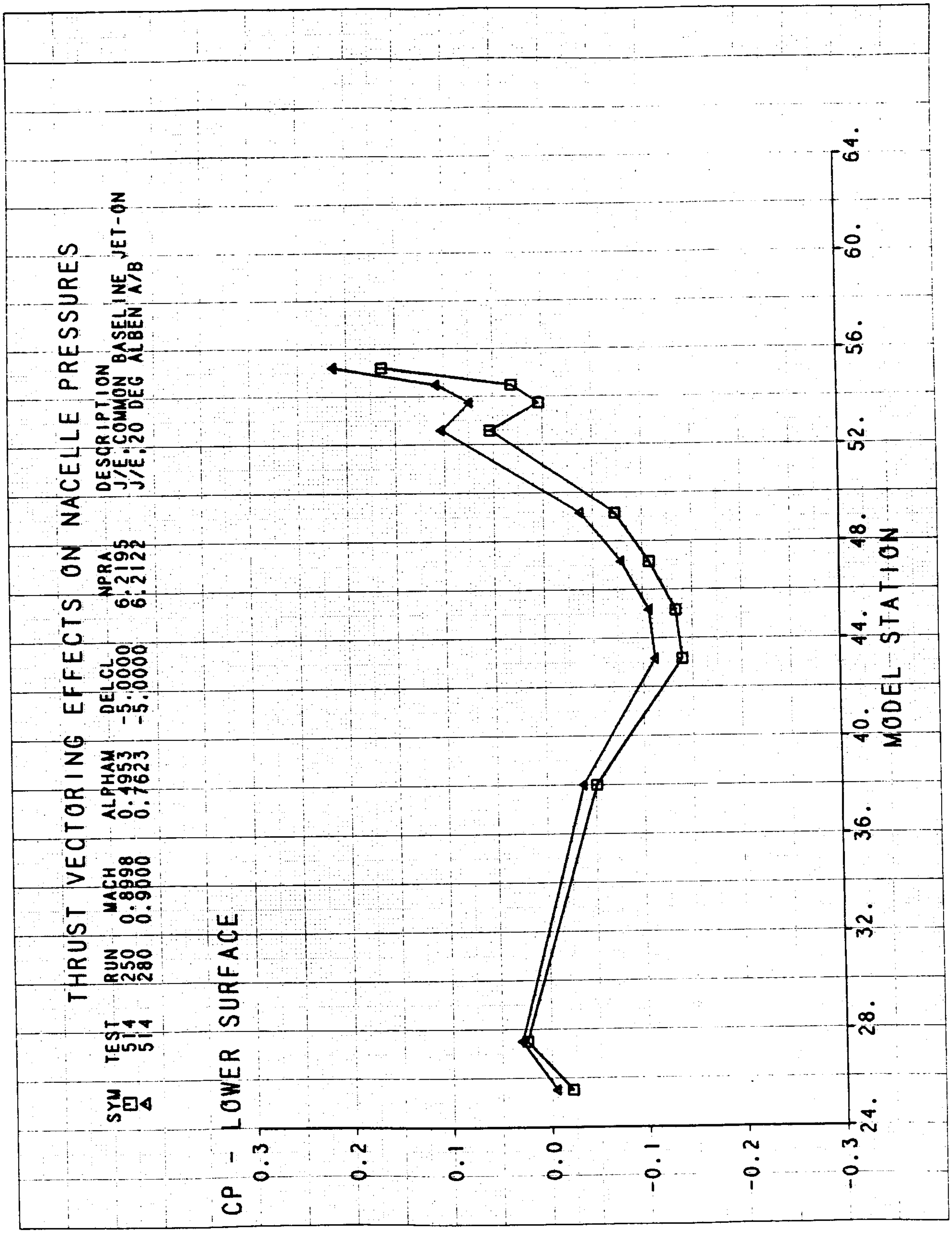
THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

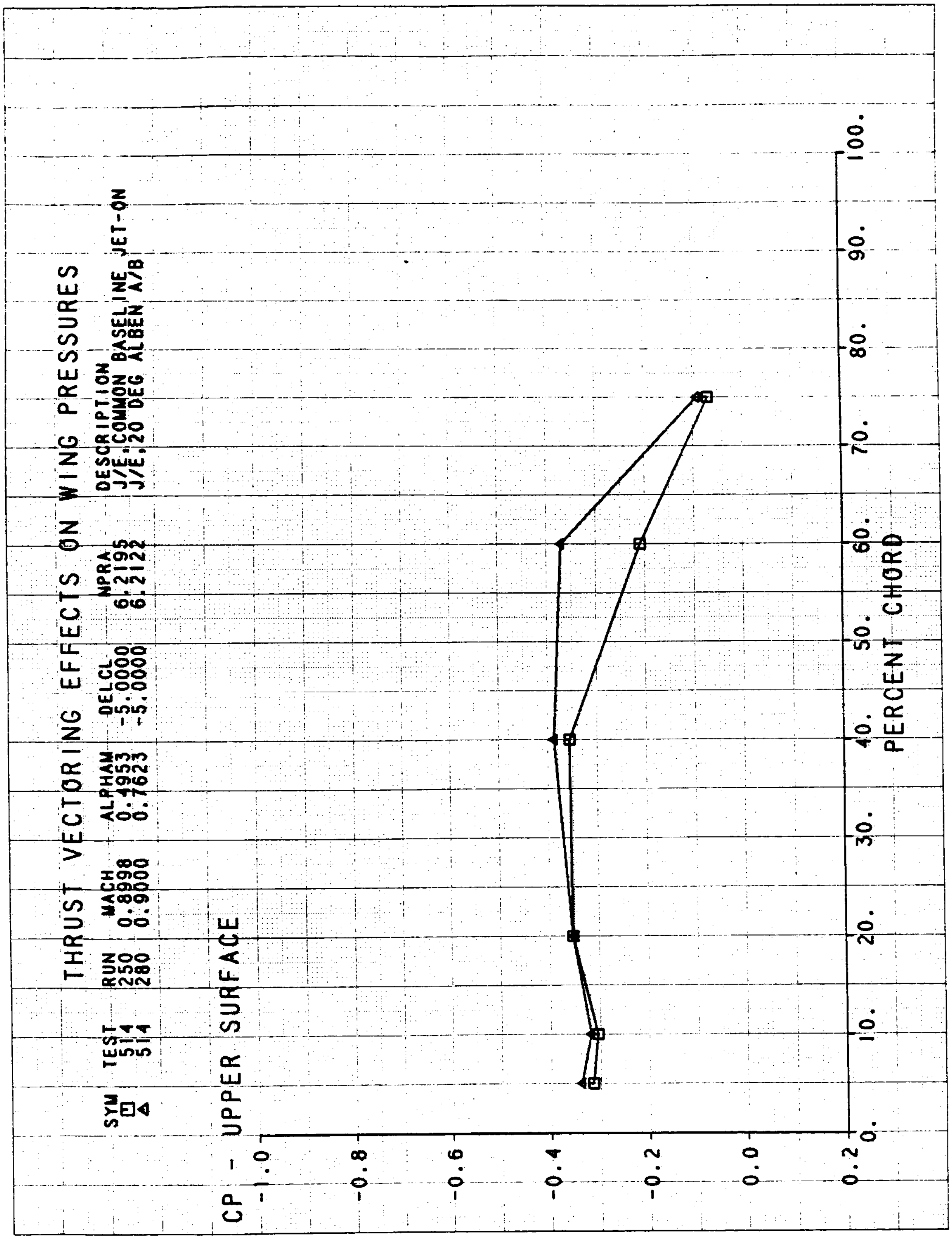

THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

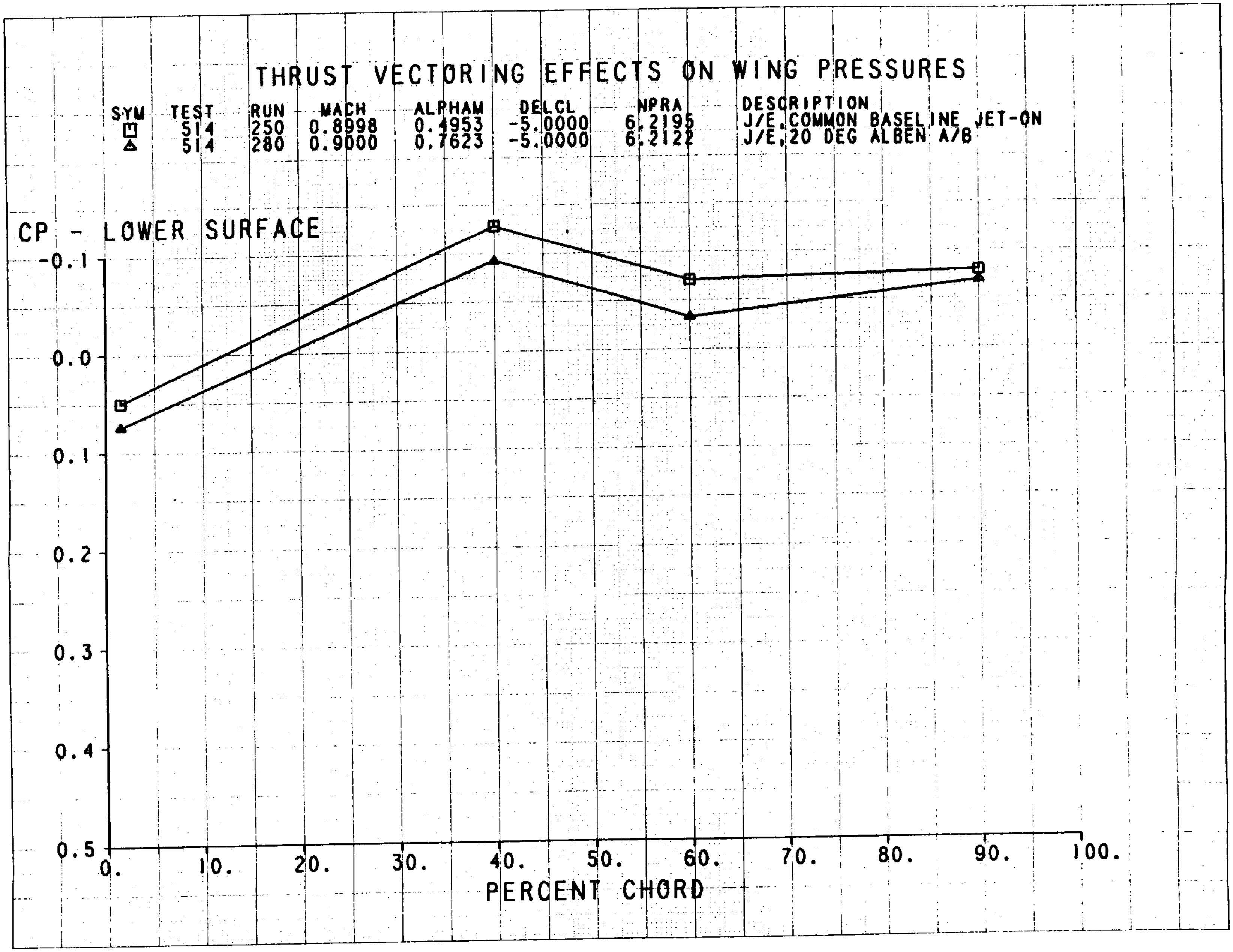

THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.7098 -5.0000 4.2045 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E,COMMON BASELINE JET-ON
△ 514 280 0.9000 0.7623 -5.0000 6.2122 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.4
0.2
0.0
-0.2
-0.4
-0.6
-0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E, COMMON BASELINE JET-ON
△ 514 280 0.9000 0.7623 -5.0000 6.2122 J/E, 20 DEG ALBEN A/B
LOWER SURFACE
CP
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E, COMMON BASELINE JET-ON
△ 514 280 0.9000 0.7623 -5.0000 6.2122 J/E, 20 DEG ALBEN A/B
UPPER SURFACE
CP
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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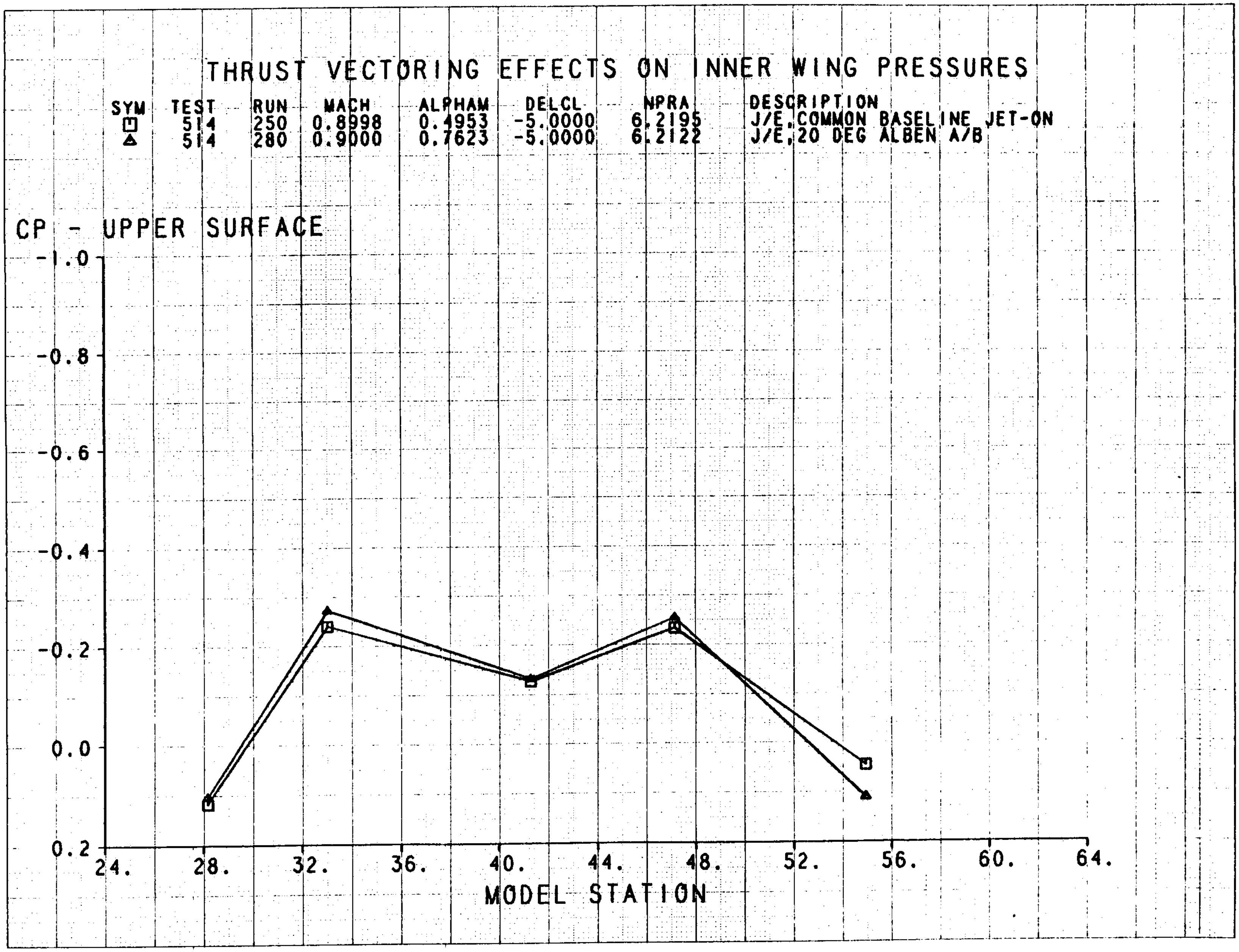
△ 514 280 0.9000 0.7623 -5.0000 6.2122 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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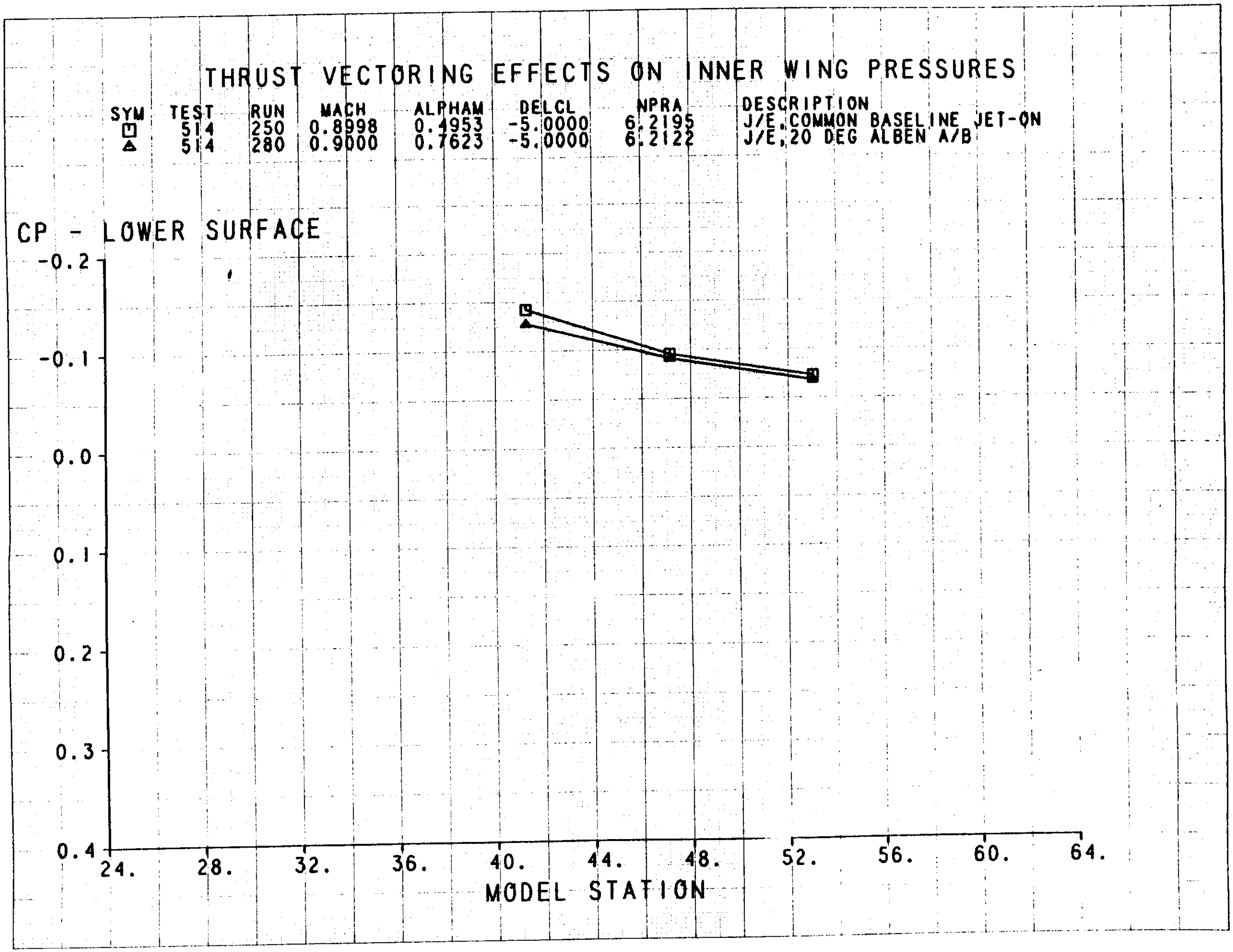
△ 514 280 0.9000 0.7623 -5.0000 6.2122 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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△ 514 280 0.9000 0.7623 -5.0000 6.2122 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
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52.
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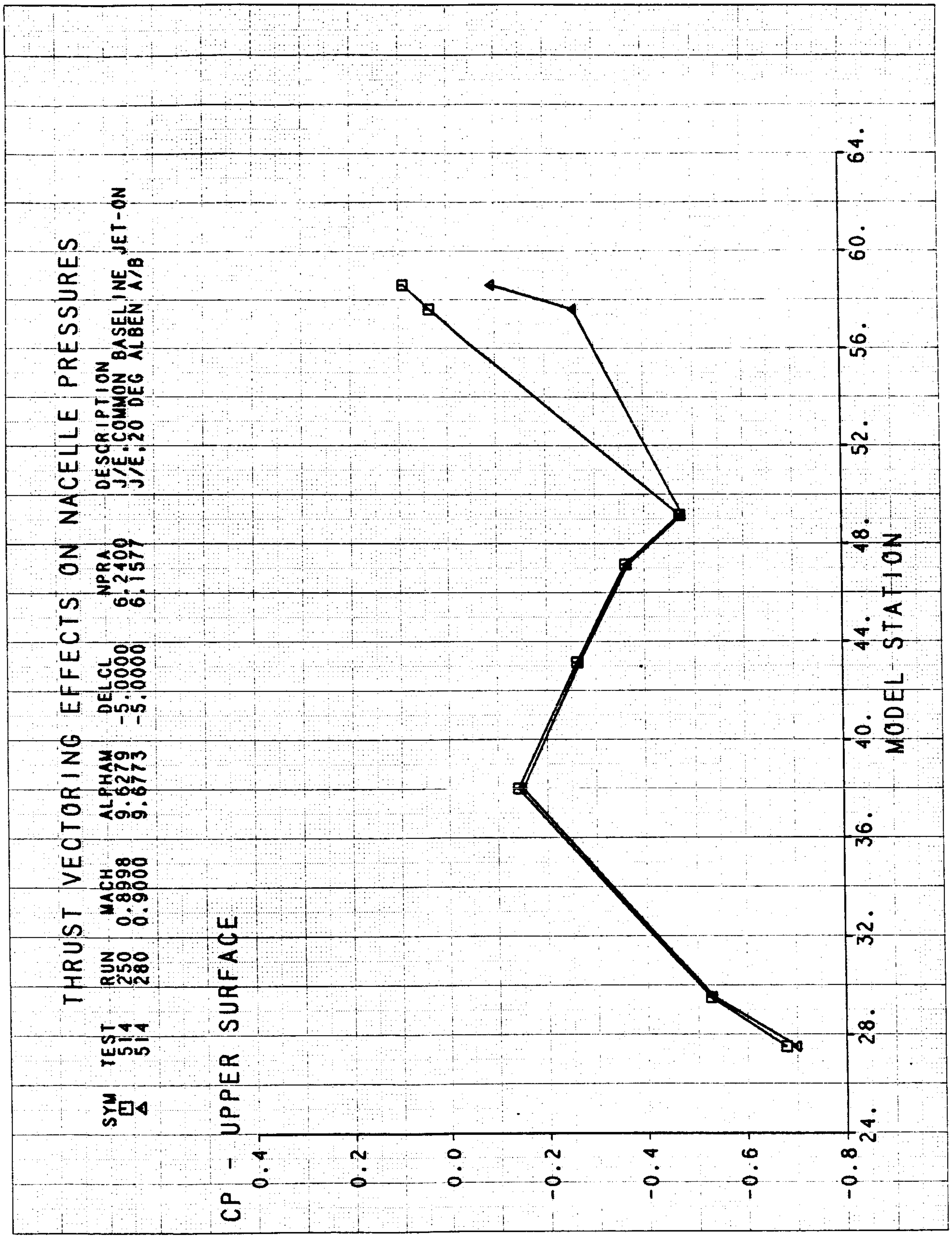
60.
64.
MODEL STATION



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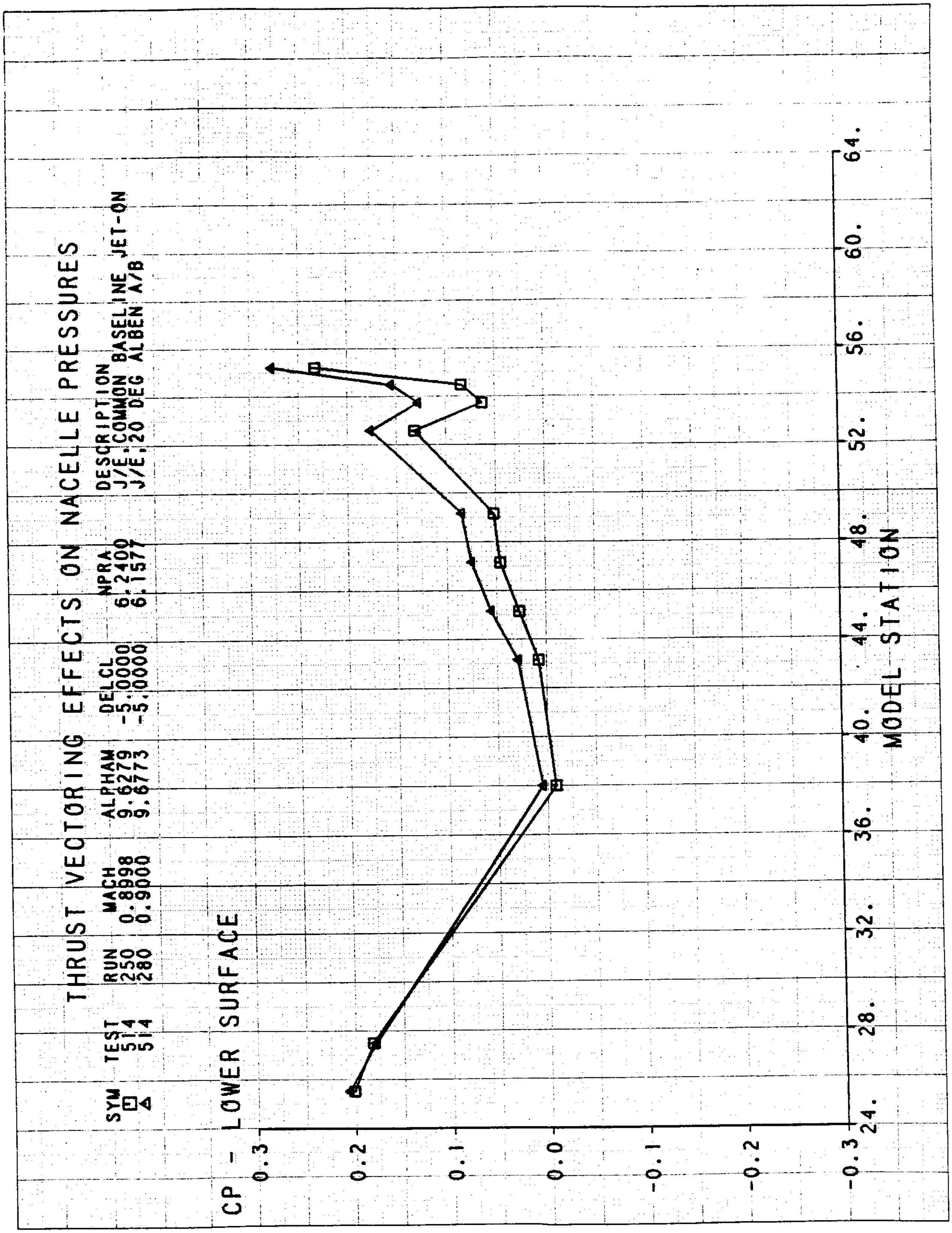
THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 250 0.8998 9.6279 -5.0000 6.2400 J/E.COMMON BASELINE JET-ON
△ 514 280 0.9000 9.6773 -5.0000 6.1577 J/E.20 DEG ALBEN A/B
LOWER SURFACE
CP - 0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
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40.
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52.
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60.
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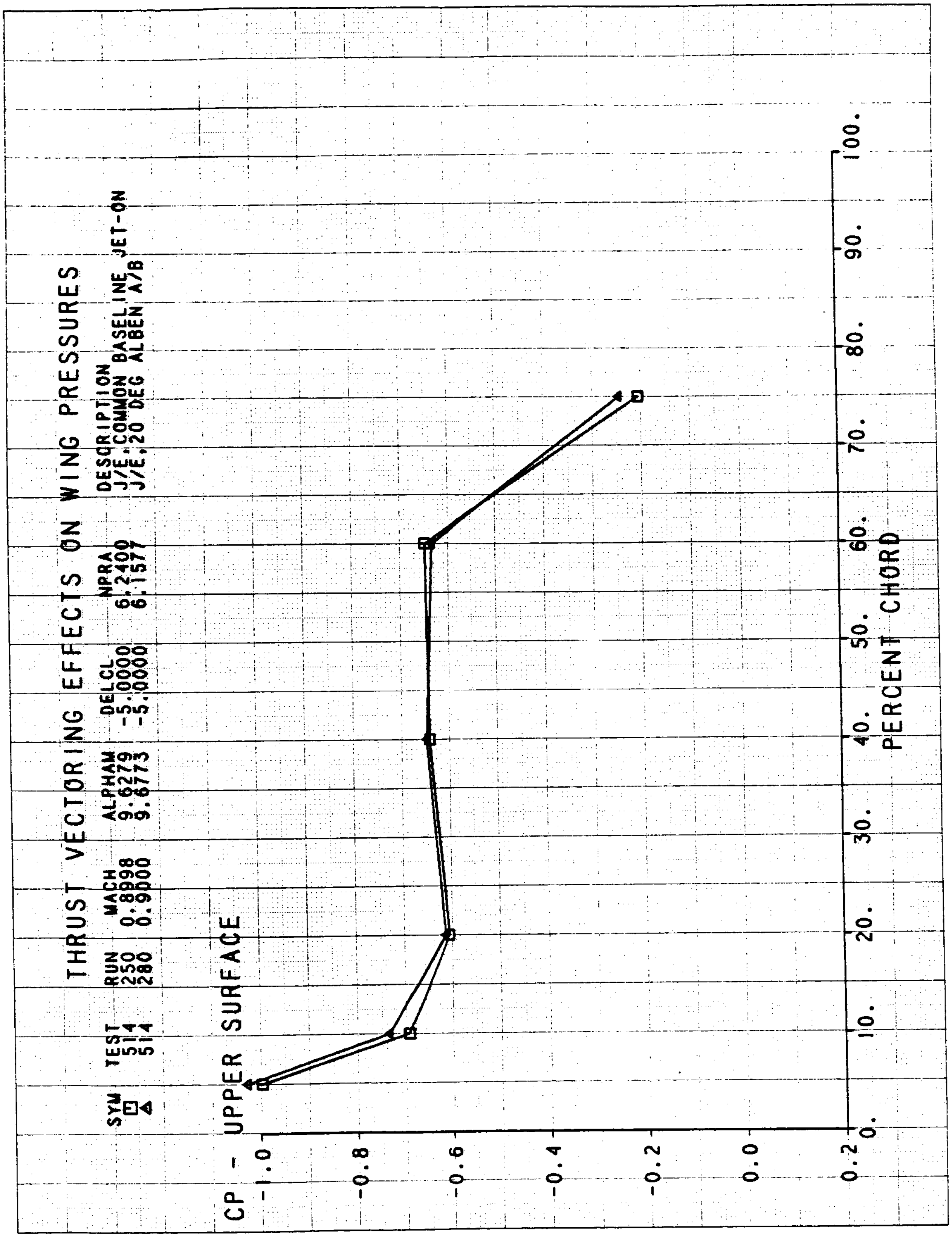
MODEL STATION


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 250 0.8998 9.6279 -5.0000 6.2400 J/E,COMMON BASELINE JET-ON
514 280 0.9000 9.6773 -5.0000 6.1577 J/E,20 DEG ALBEN A/B
UPPER SURFACE
CP
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
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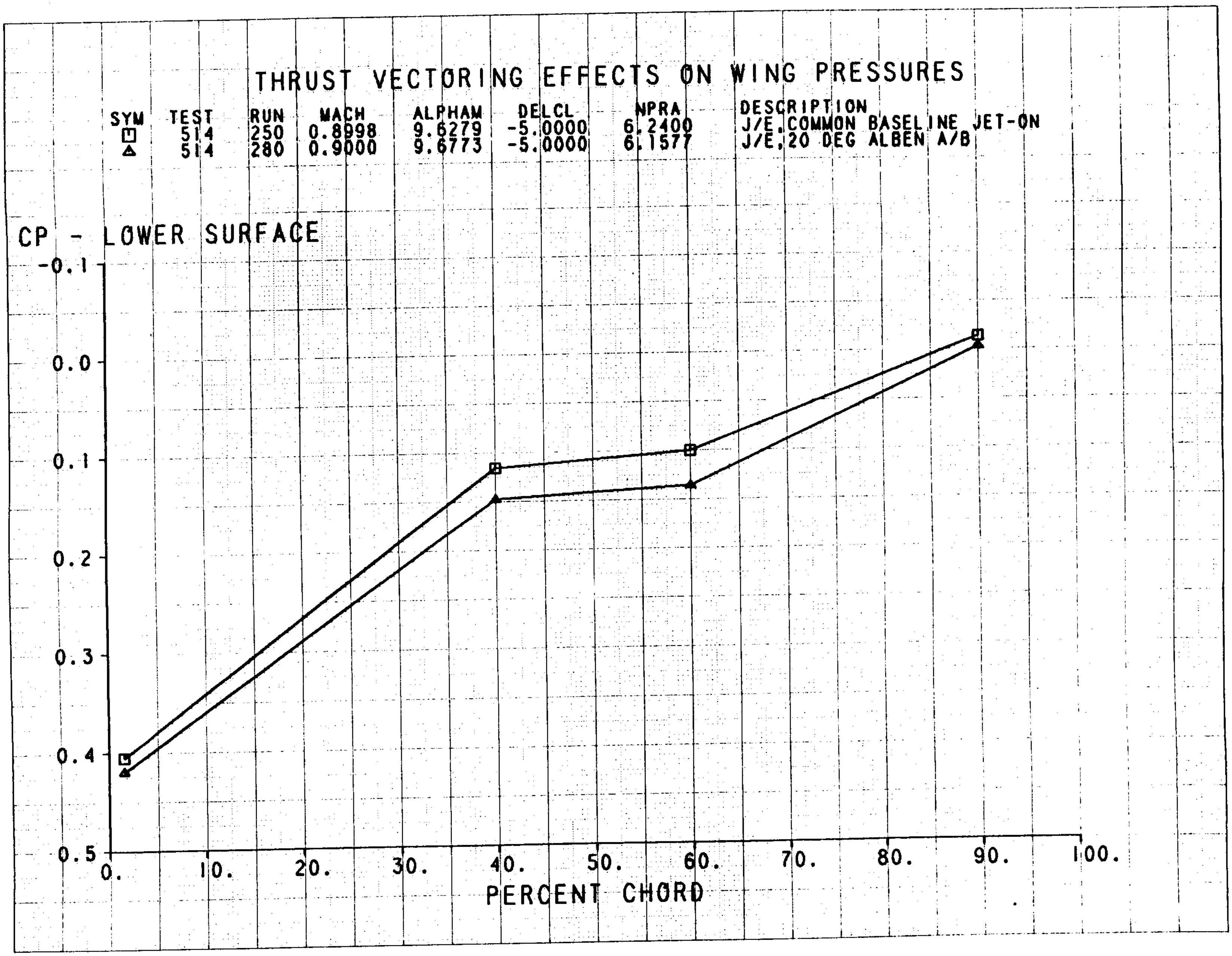
50.
60.
70.
80.
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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△ 514 280 0.9000 9.6773 -5.0000 6.1577 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
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10.
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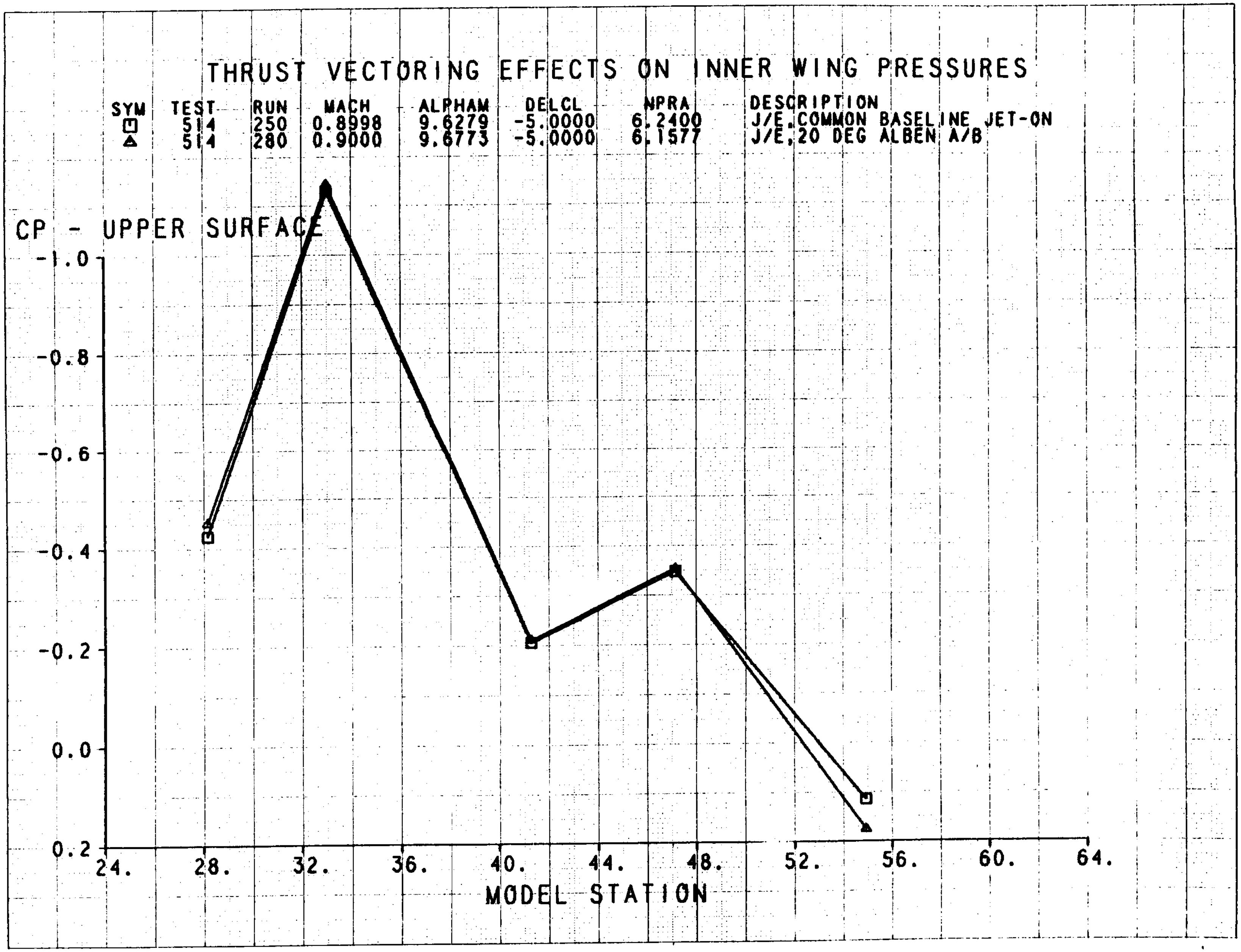
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 250 0.8998 9.6279 -5.0000 6.2400 J/E,COMMON BASELINE JET-ON
△ 514 280 0.9000 9.6773 -5.0000 6.1577 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
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24.
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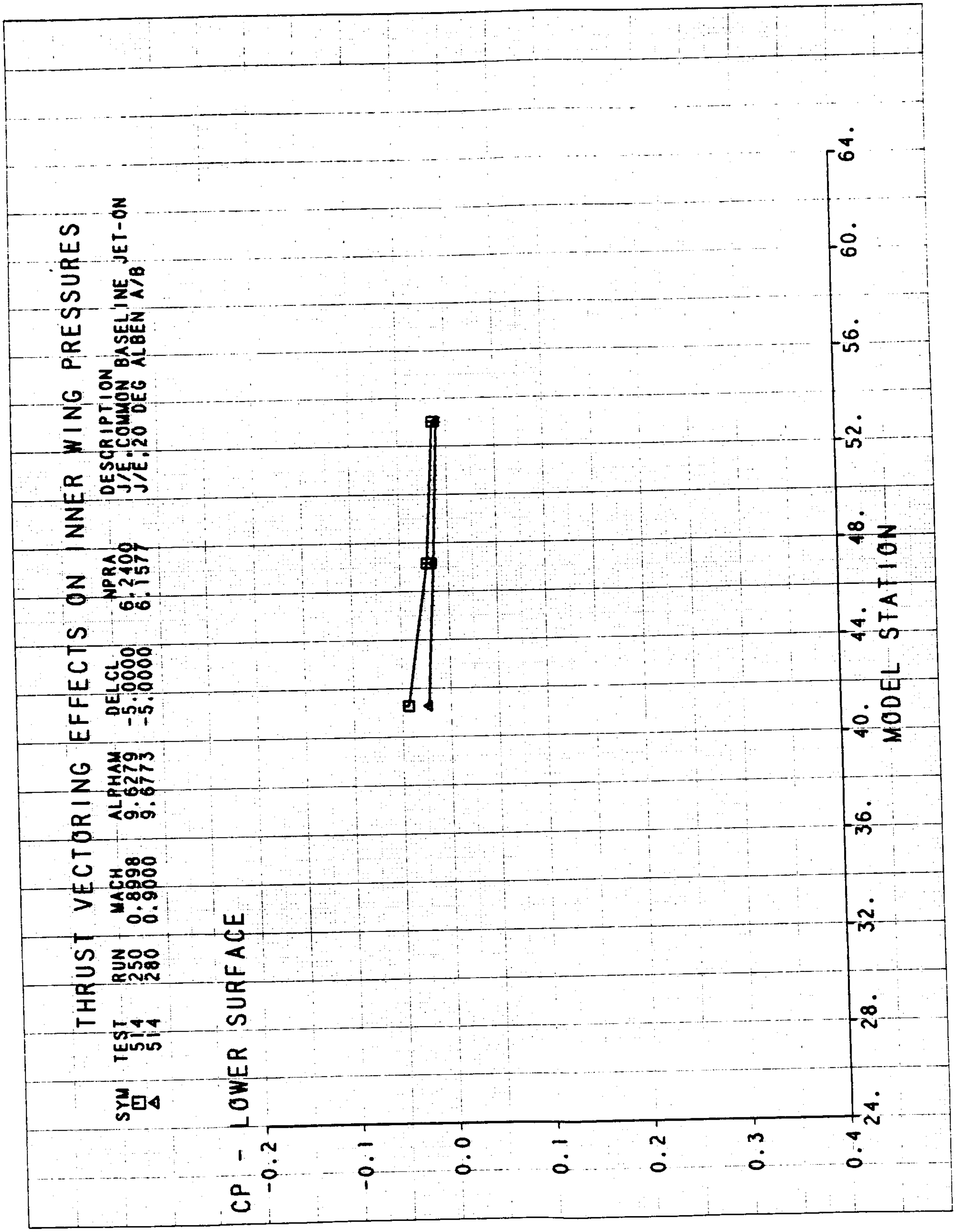
MODEL STATION


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 250 0.8998 9.6279 -5.0000 6.2400 J/E.COMMON BASELINE JET-ON
△ 514 280 0.9000 9.6773 -5.0000 6.1577 J/E.20 DEG ALBEN A/B
LOWER SURFACE
CP
-0.2
-0.1
0.0
0.1
0.2
0.3
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24.
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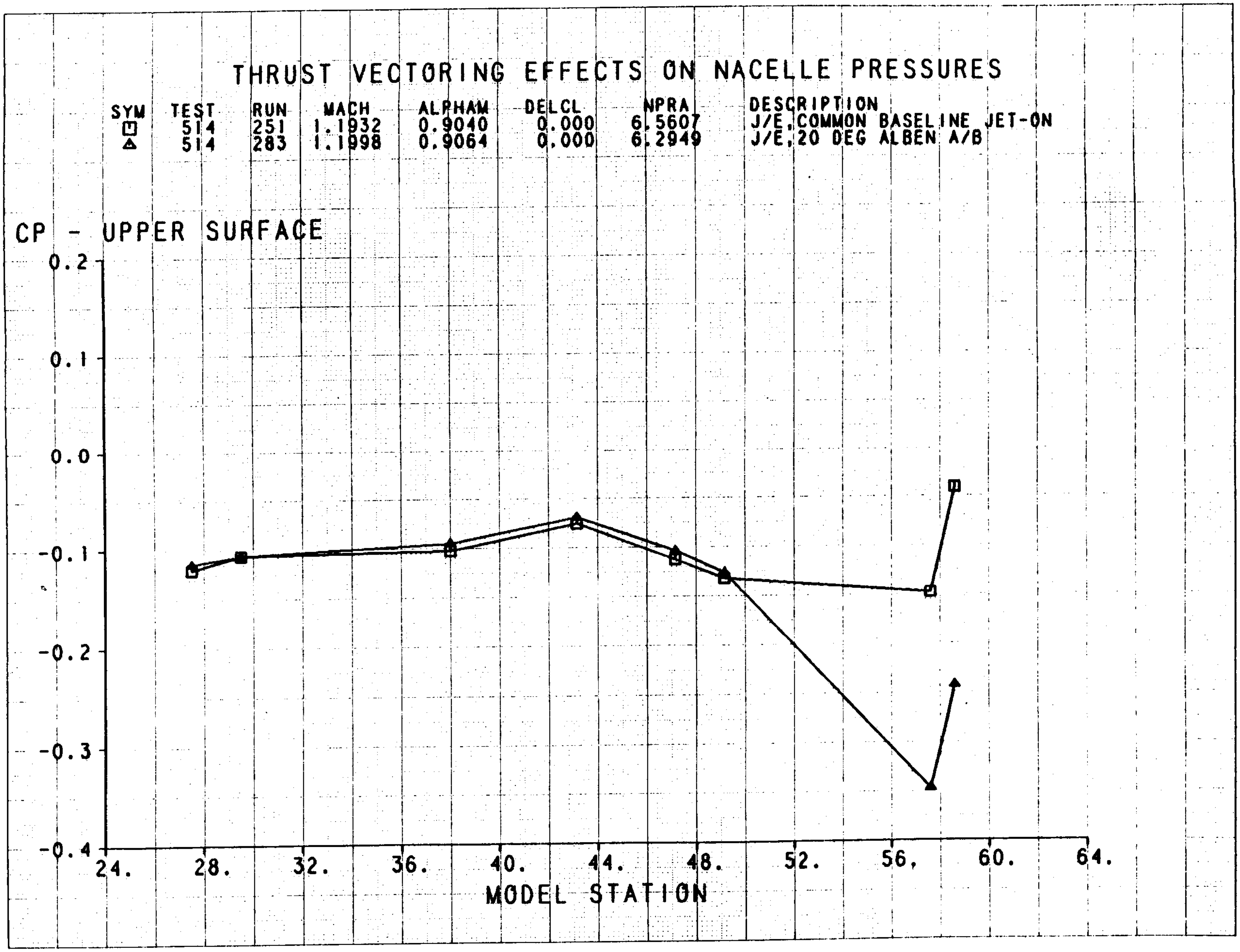
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
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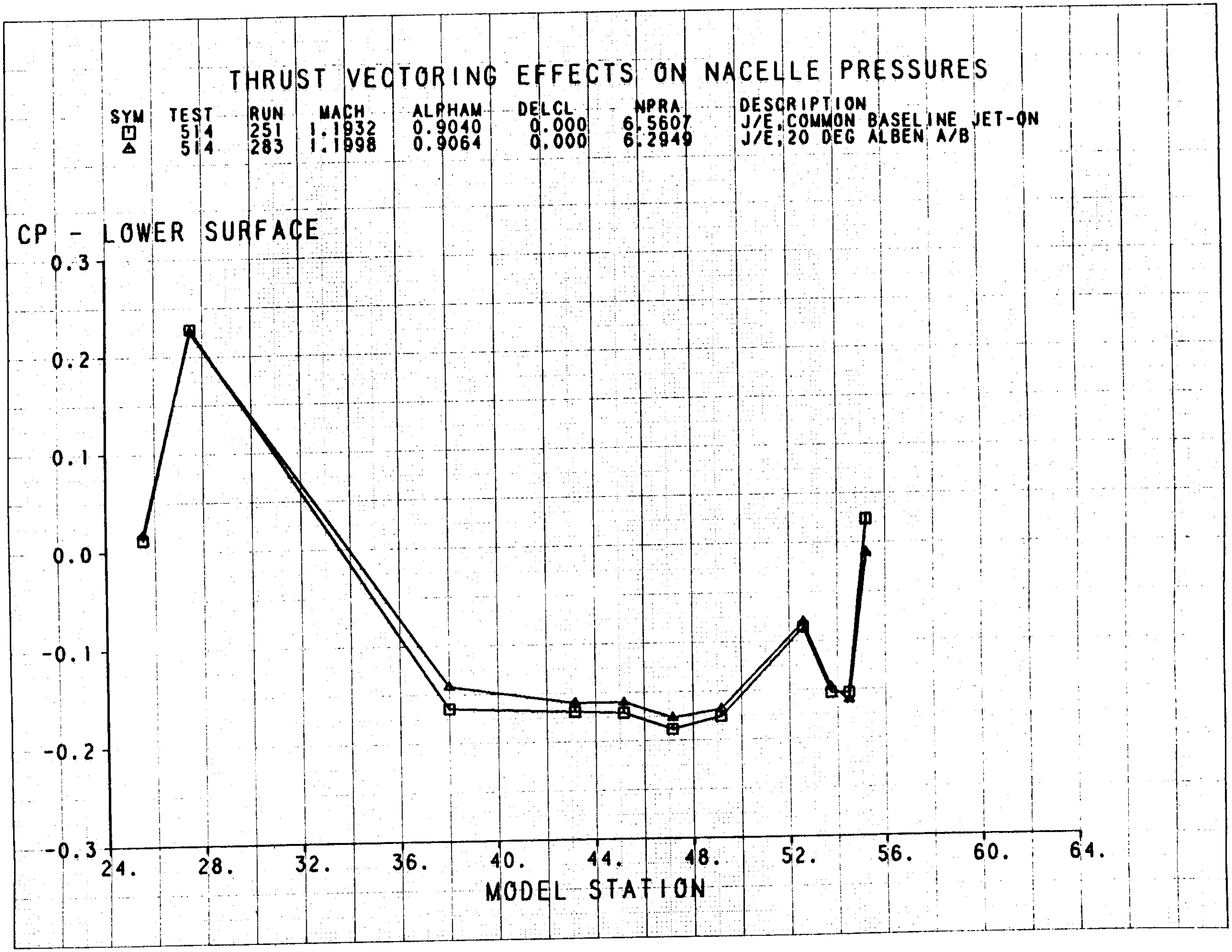
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.3
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0.1
0.0
-0.1
-0.2
-0.3
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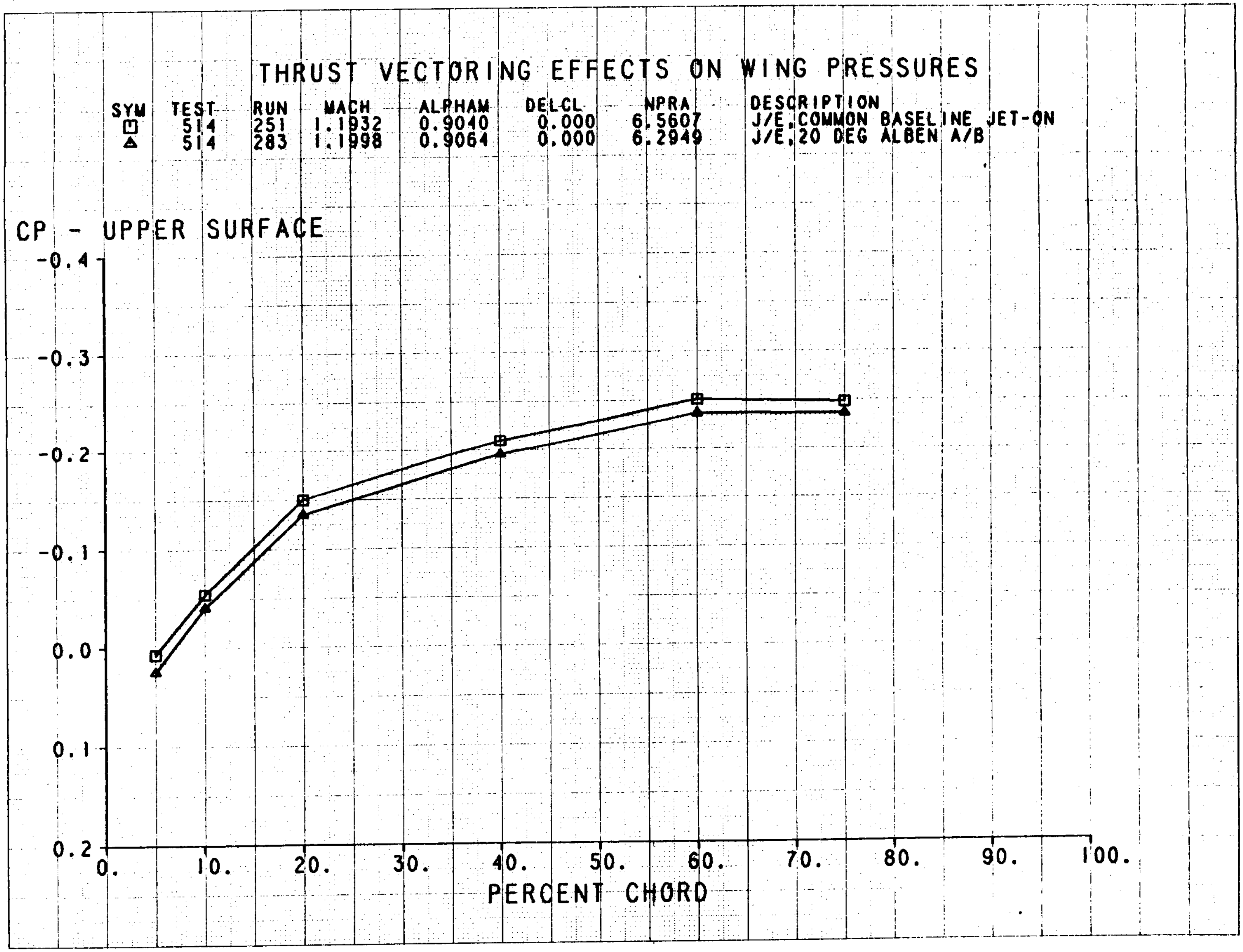
MODEL STATION



THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.9040 0.000 6.5607 J/E,COMMON BASELINE JET-ON
△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
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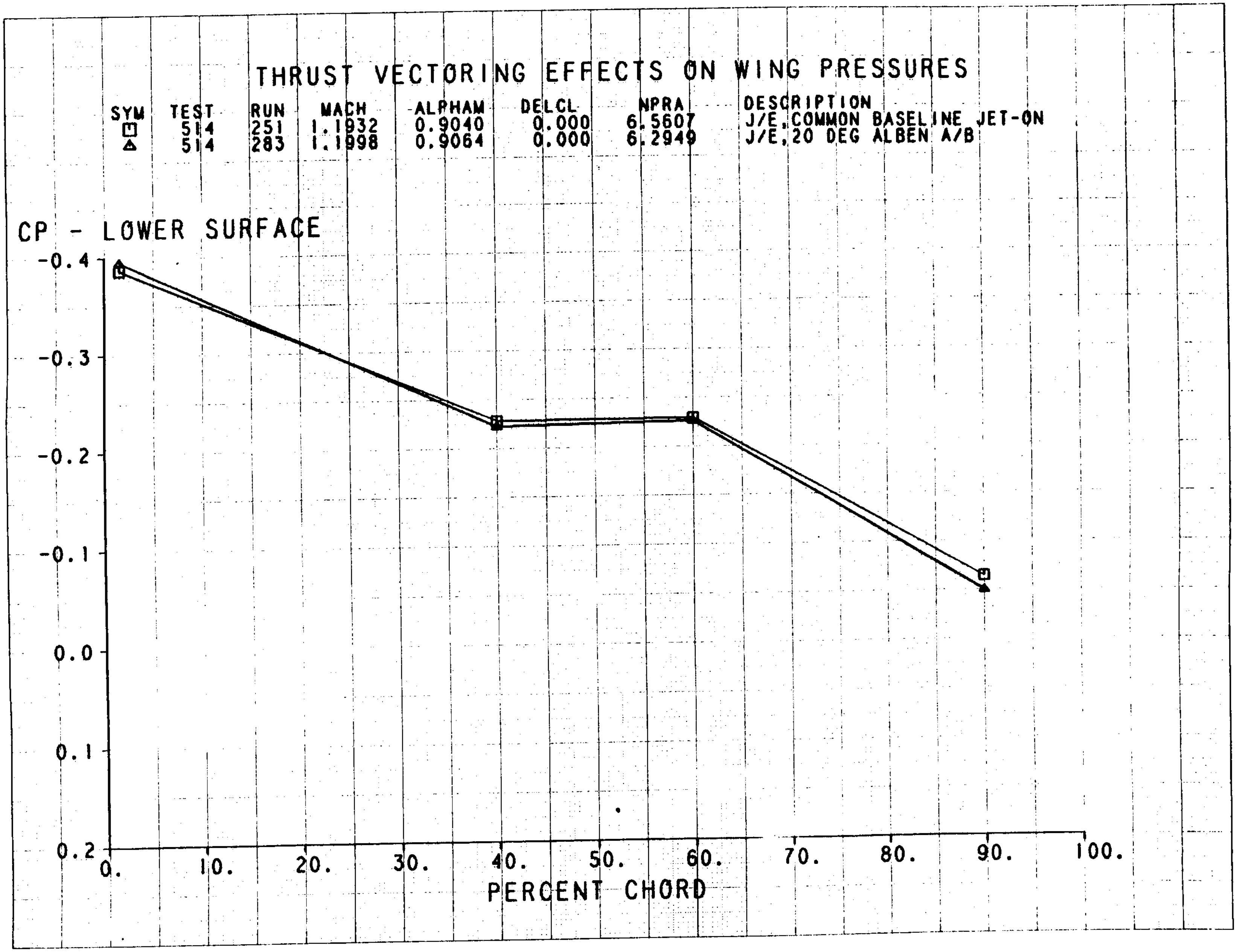
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
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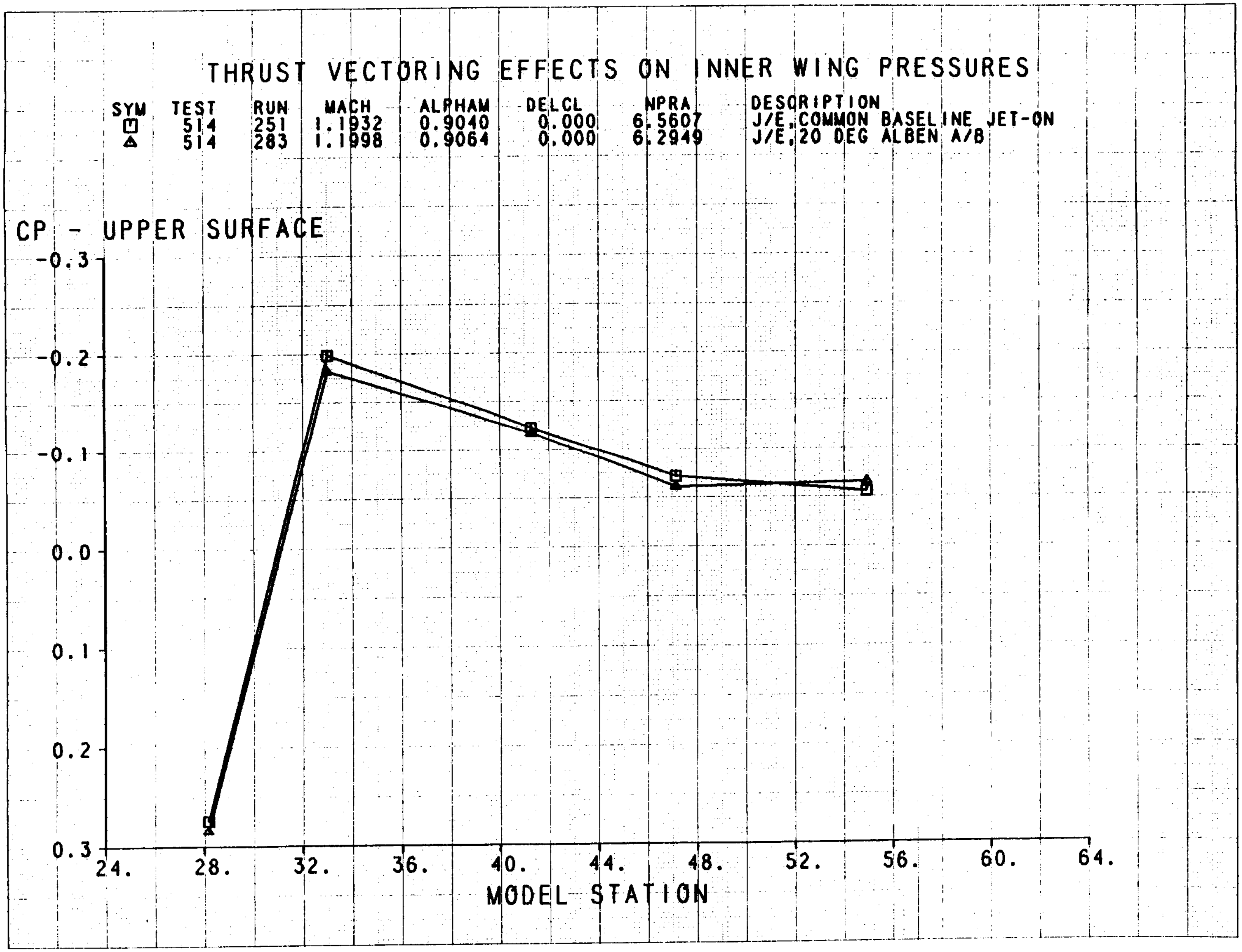
PERCENT CHORD


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
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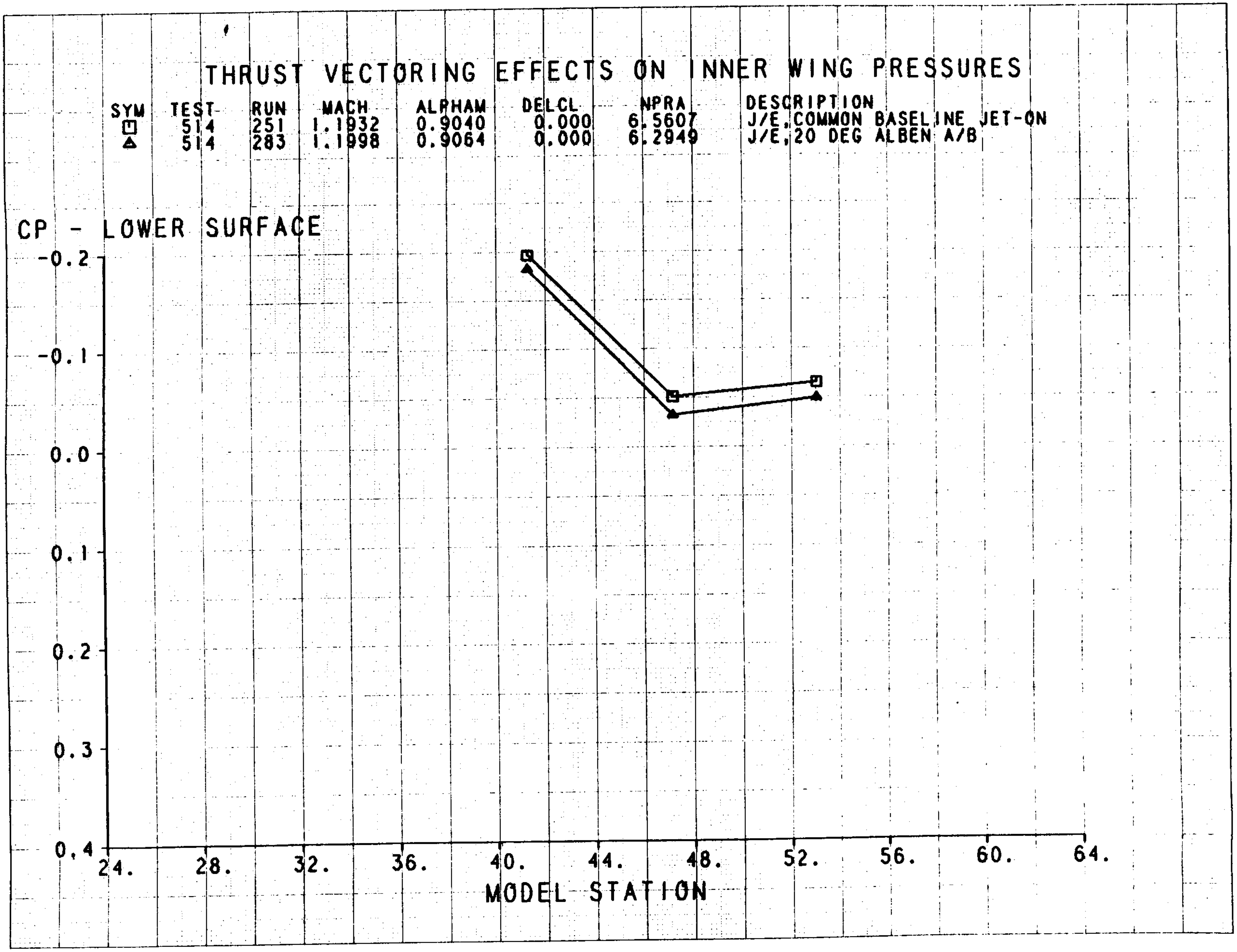
MODEL STATION


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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△ 514 283 1.1998 0.9064 0.000 6.2949 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
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0.4
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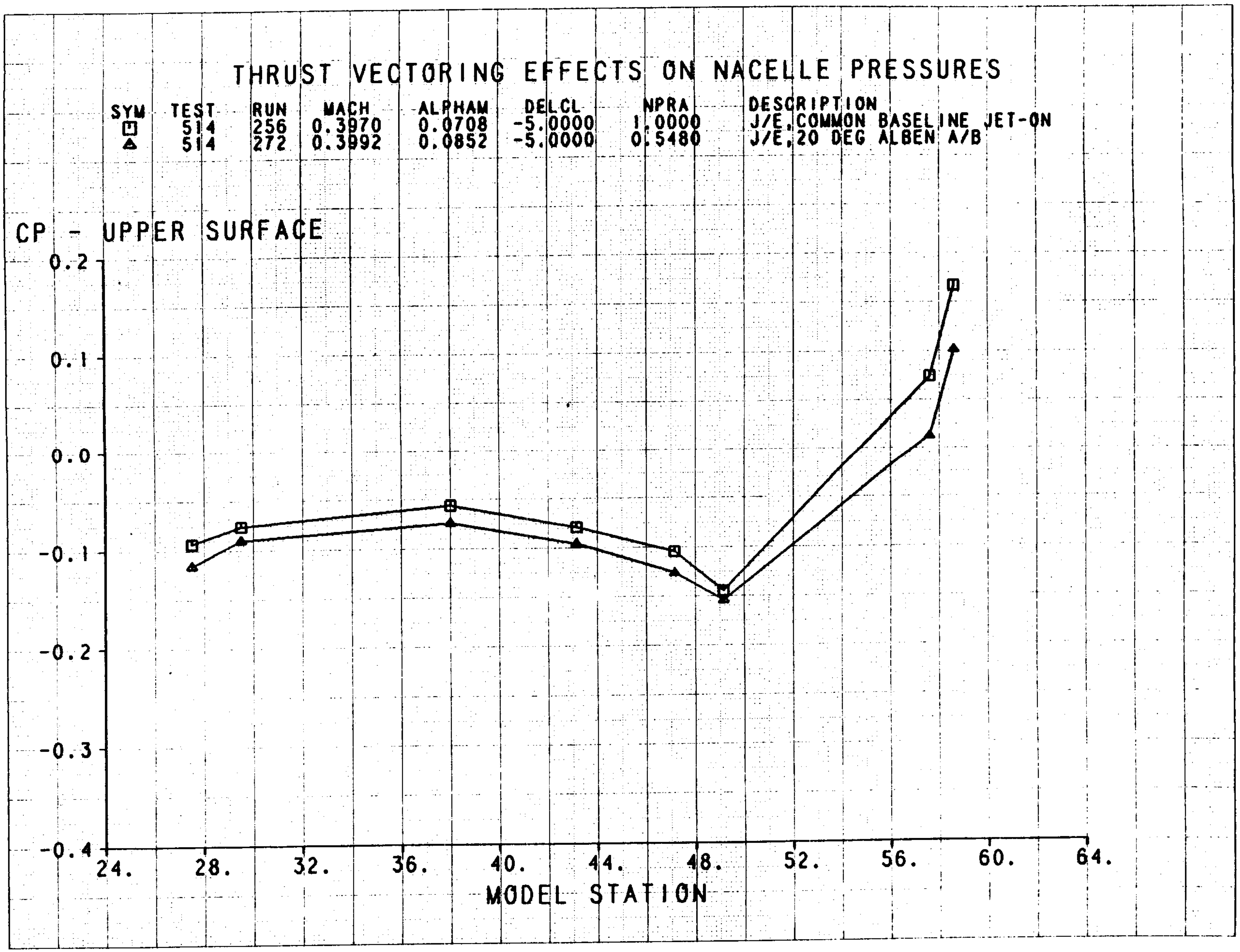
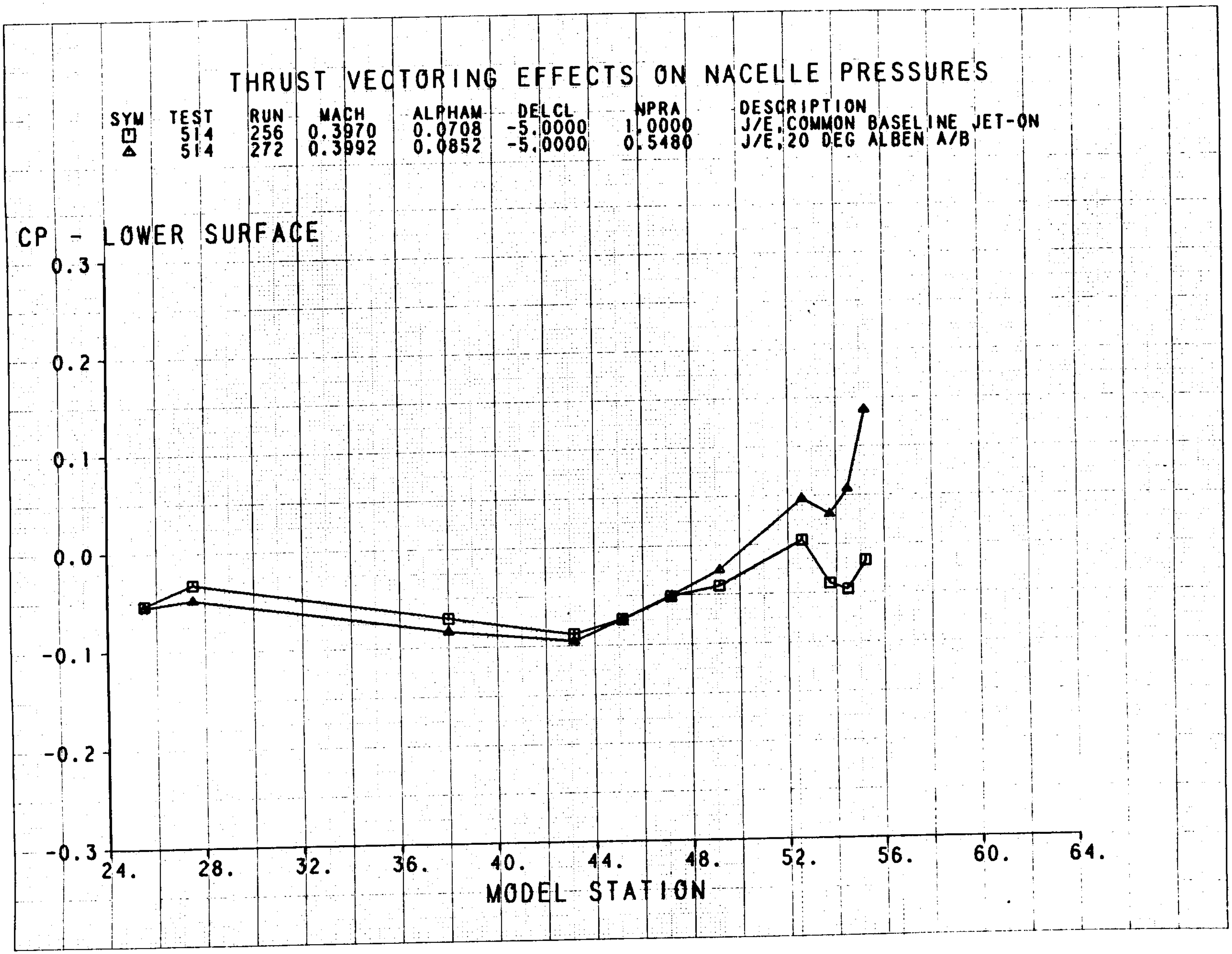
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 272 0.3992 0.0852 -5.0000 0.5480 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 272 0.3992 0.0852 -5.0000 0.5480 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
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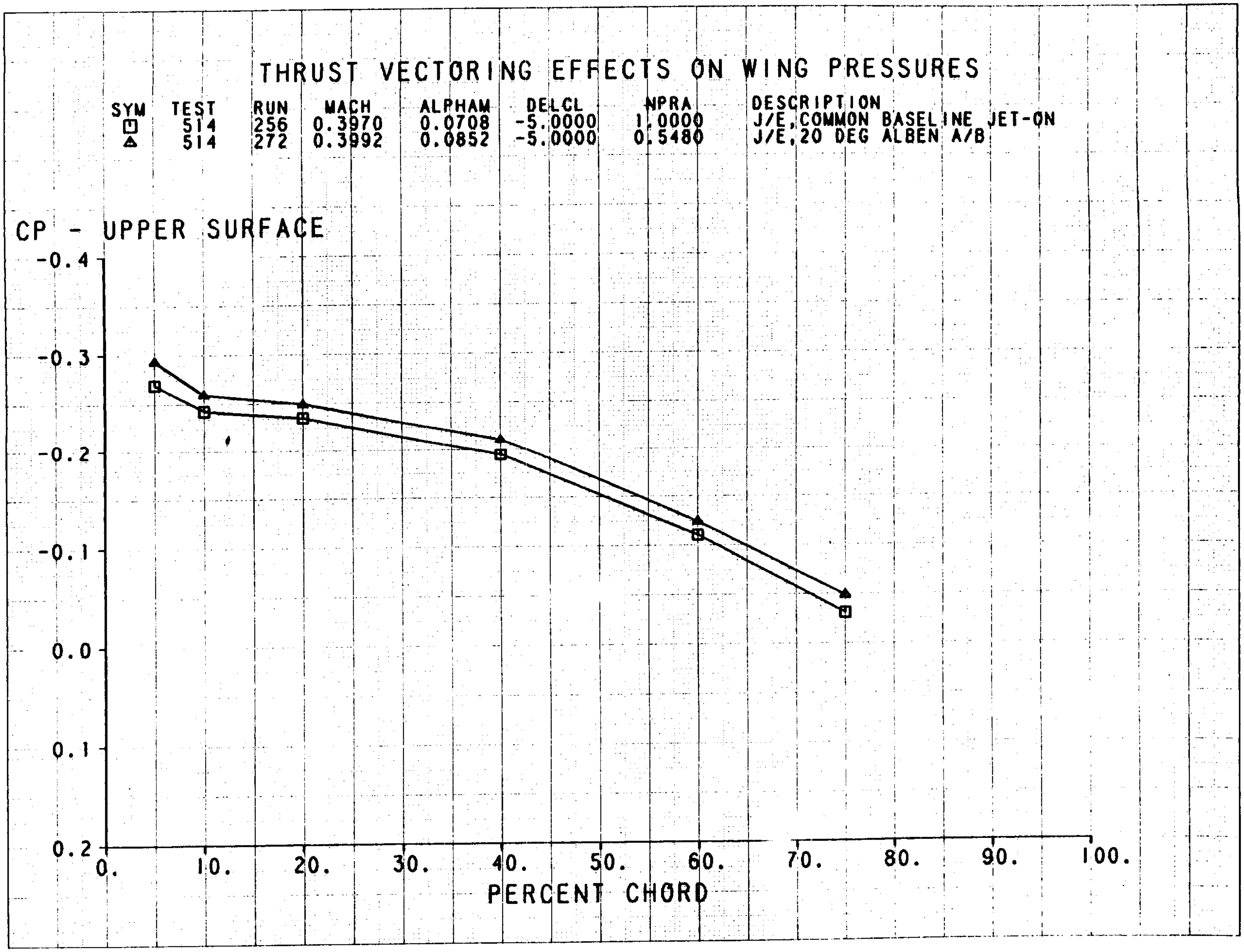
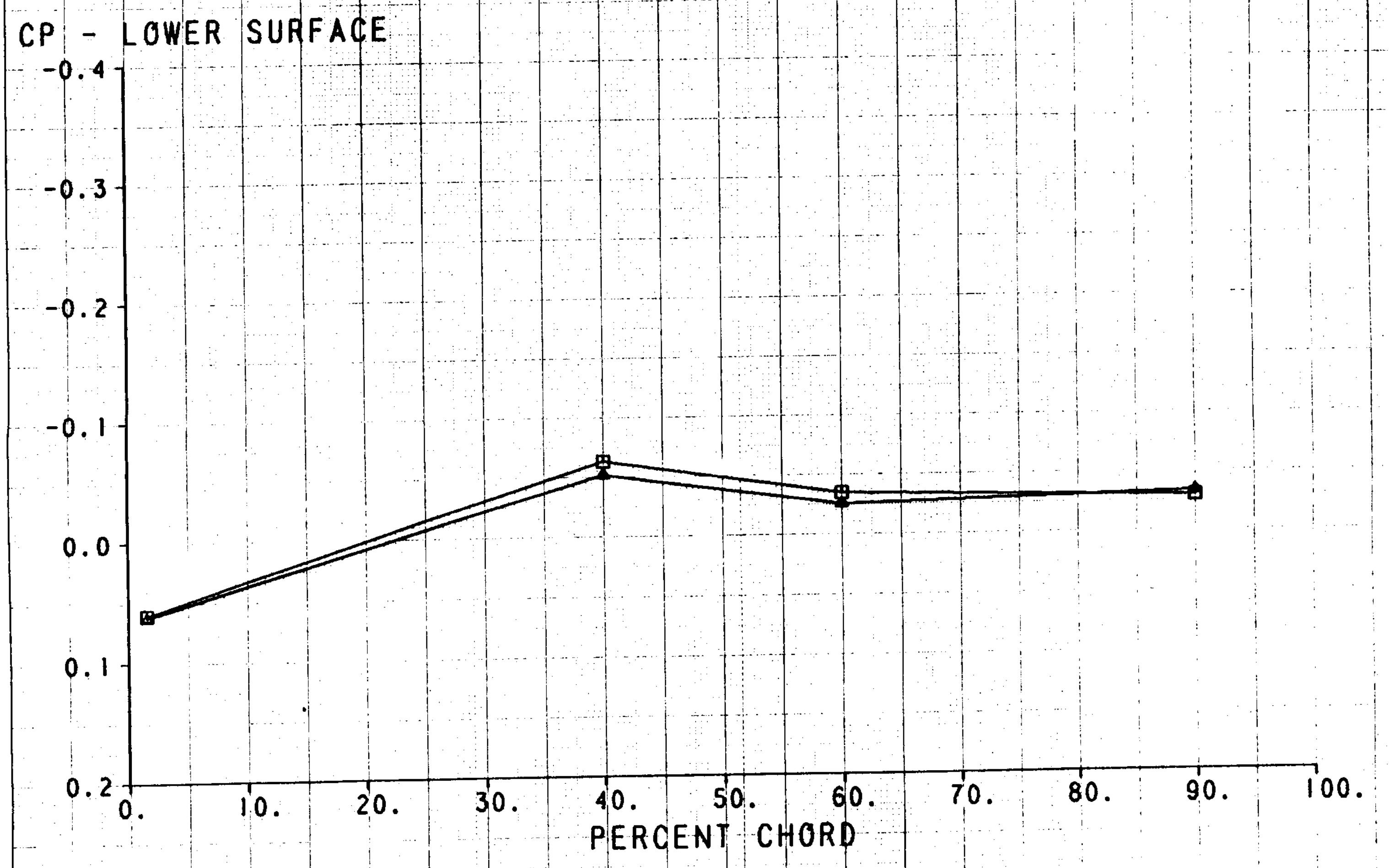
56.
60.
64.
MODEL STATION

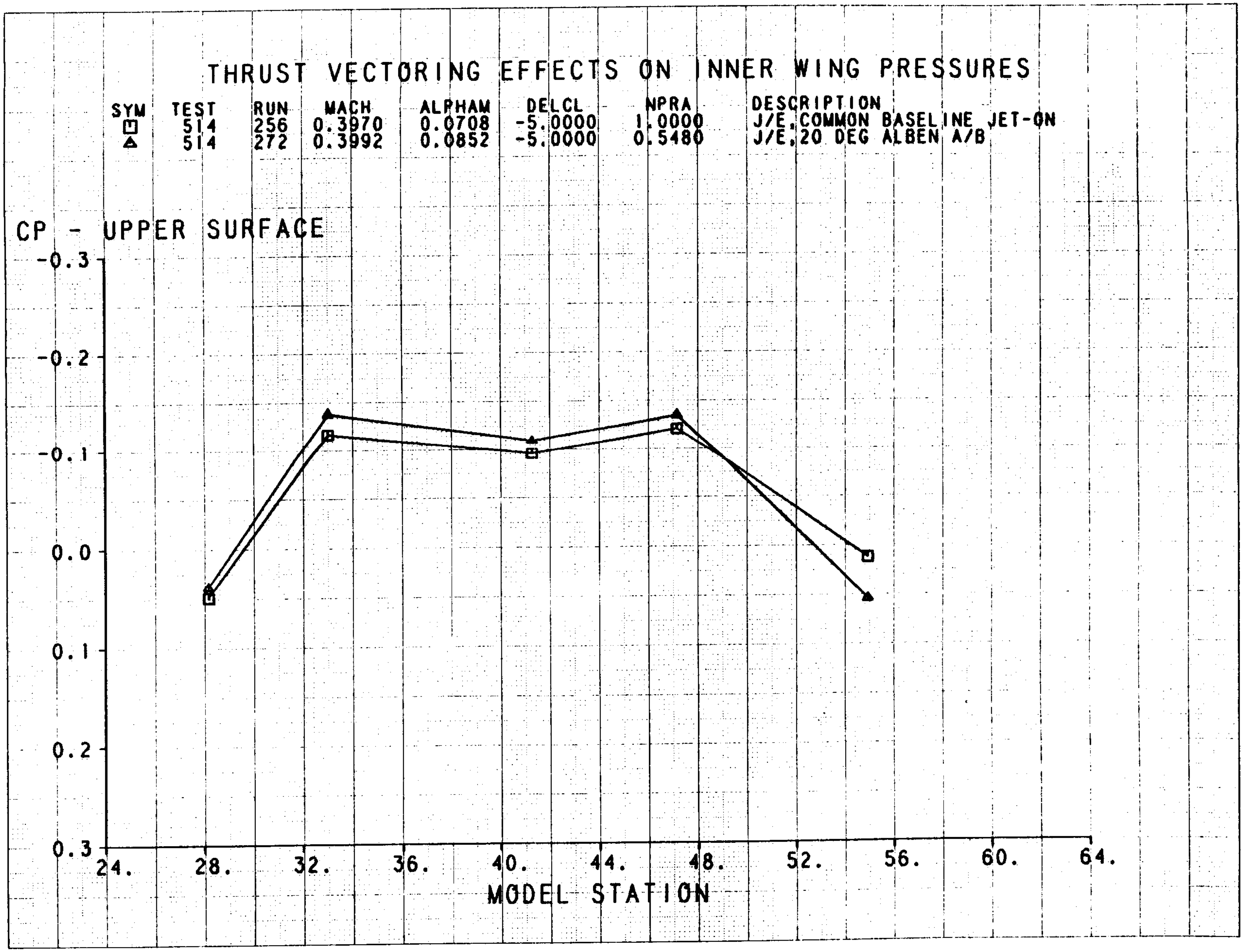


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 272 0.3992 0.0852 -5.0000 0.5480 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

THRUST VECTORING EFFECTS ON WING PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	256	0.3970	0.0708	-5.0000	1.0000	J/E, COMMON BASELINE JET-ON
△	514	272	0.3992	0.0852	-5.0000	0.5480	J/E, 20 DEG ALBEN A/B




THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 272 0.3992 0.0852 -5.0000 0.5480 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
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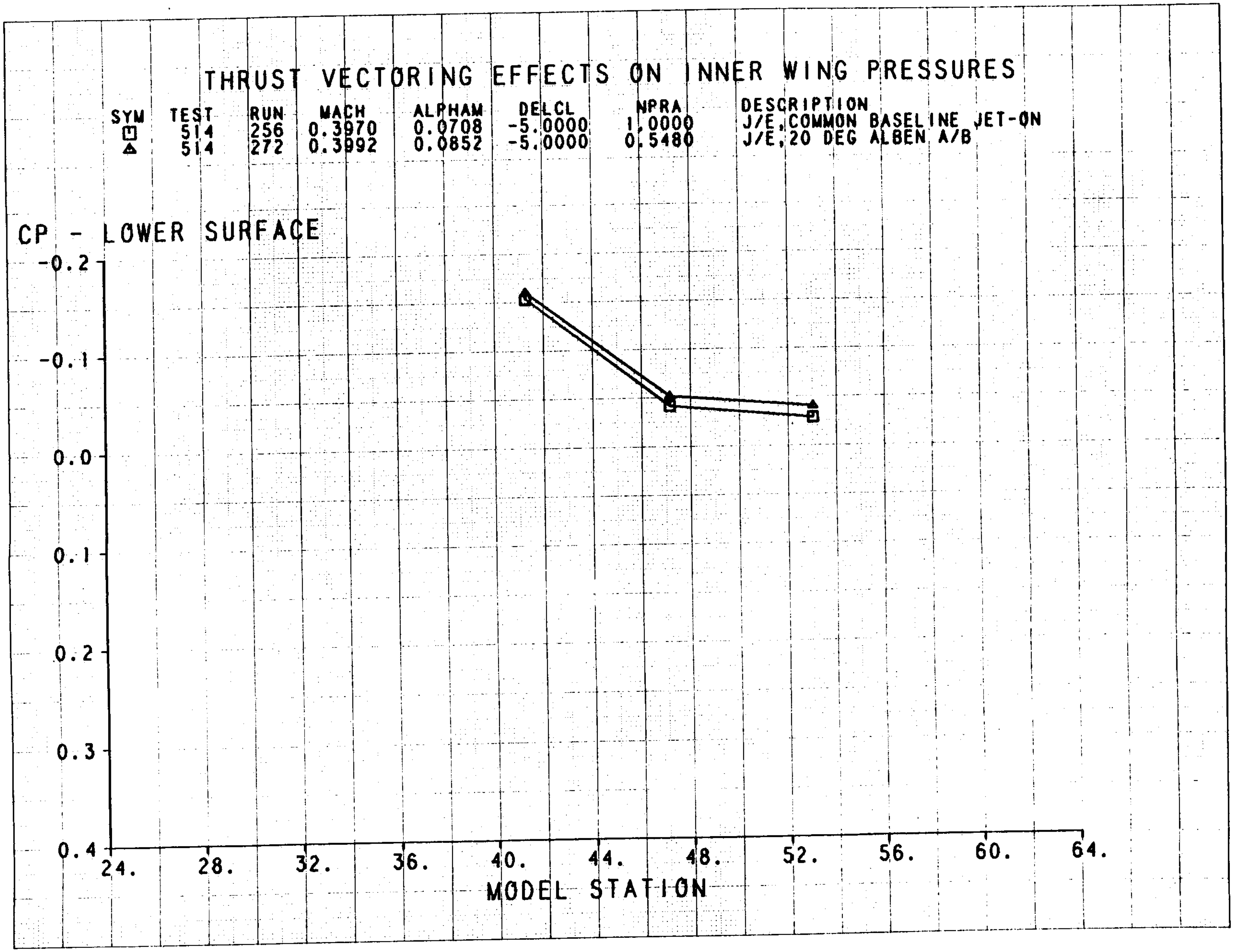
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 272 0.3992 0.0852 -5.0000 0.5480 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
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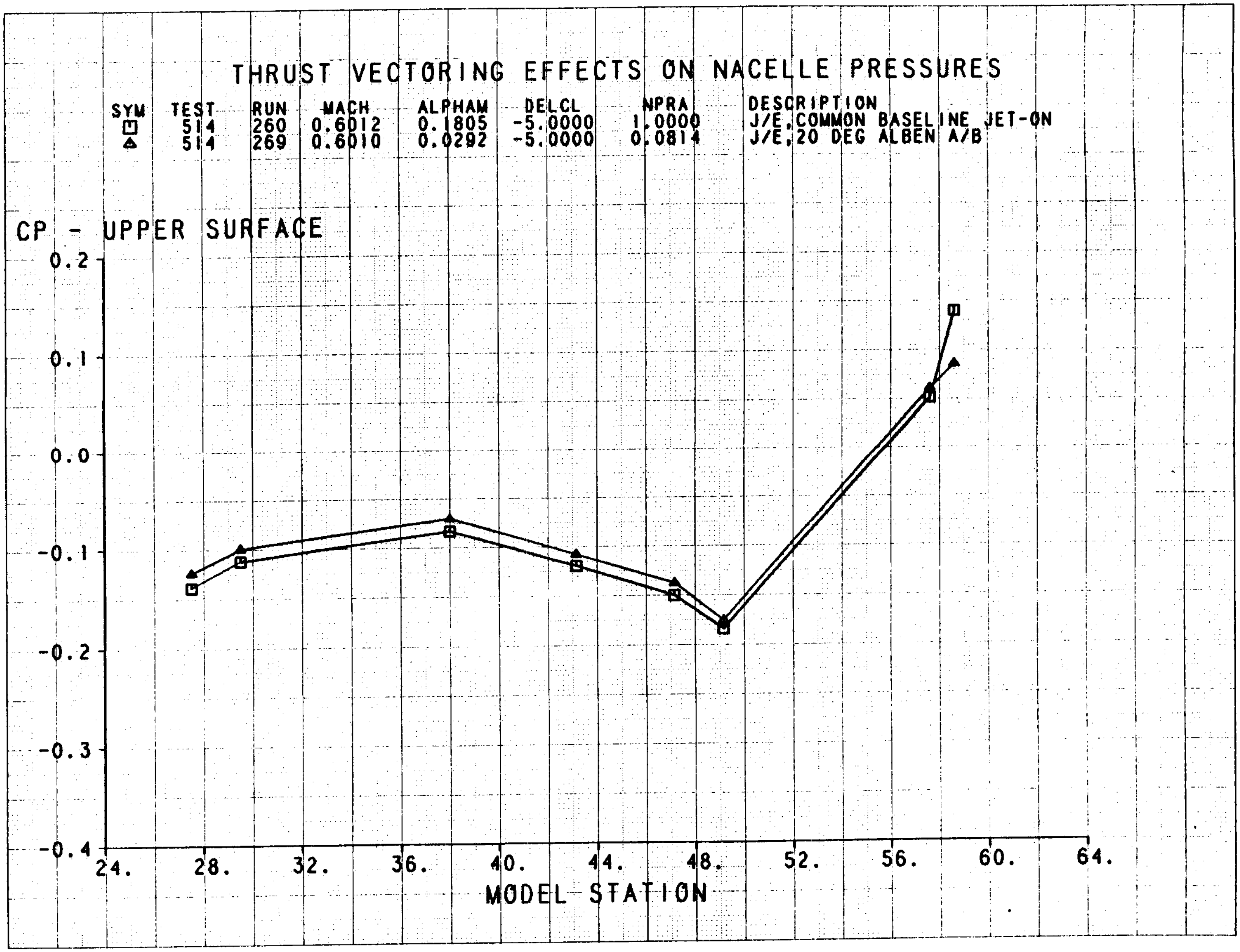
64.
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.0292 -5.0000 0.0814 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
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32.
36.
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52.
56.
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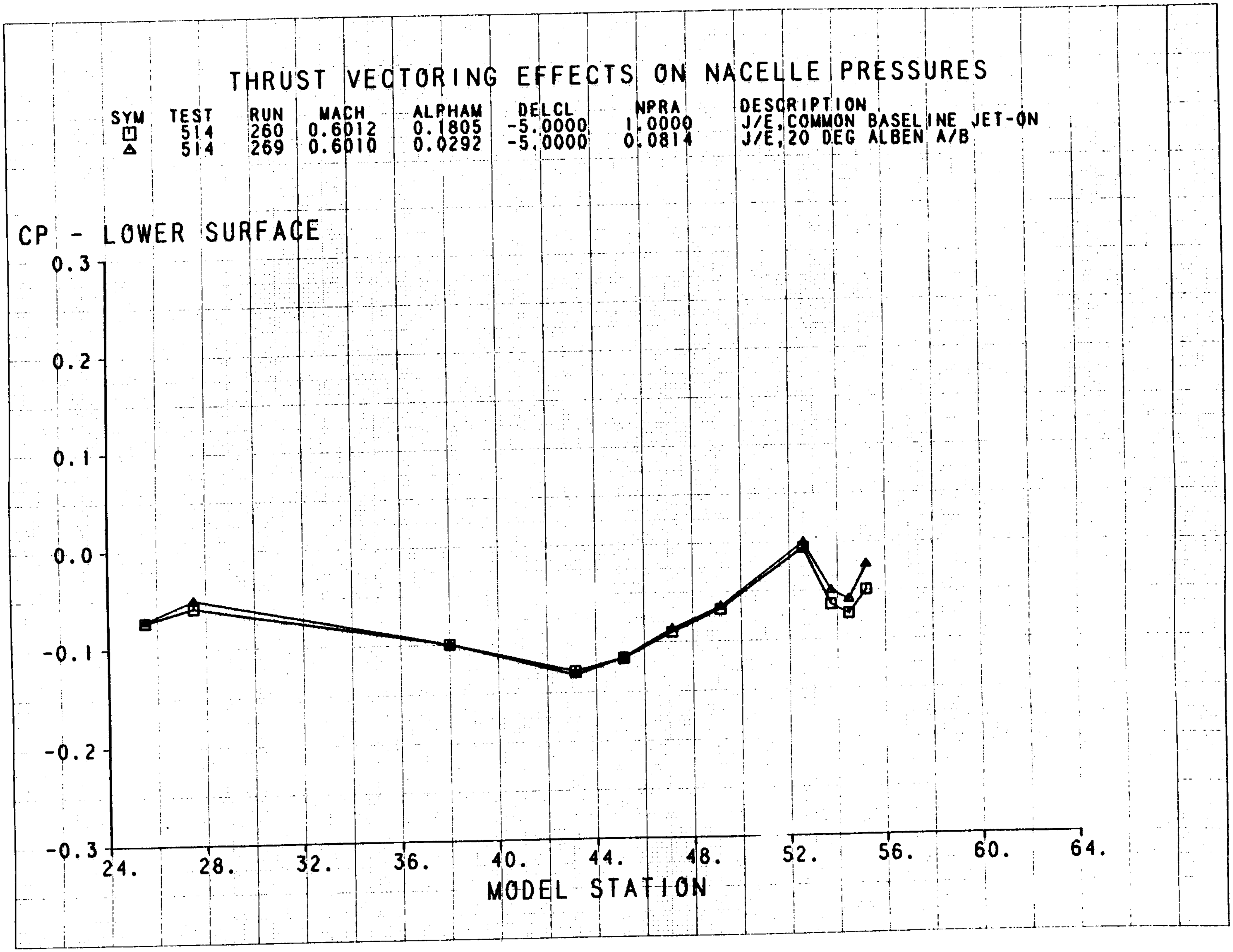
64.
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E, COMMON BASELINE JET-ON
△ 514 269 0.6010 0.0292 -5.0000 0.0814 J/E, 20 DEG ALBEN A/B
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
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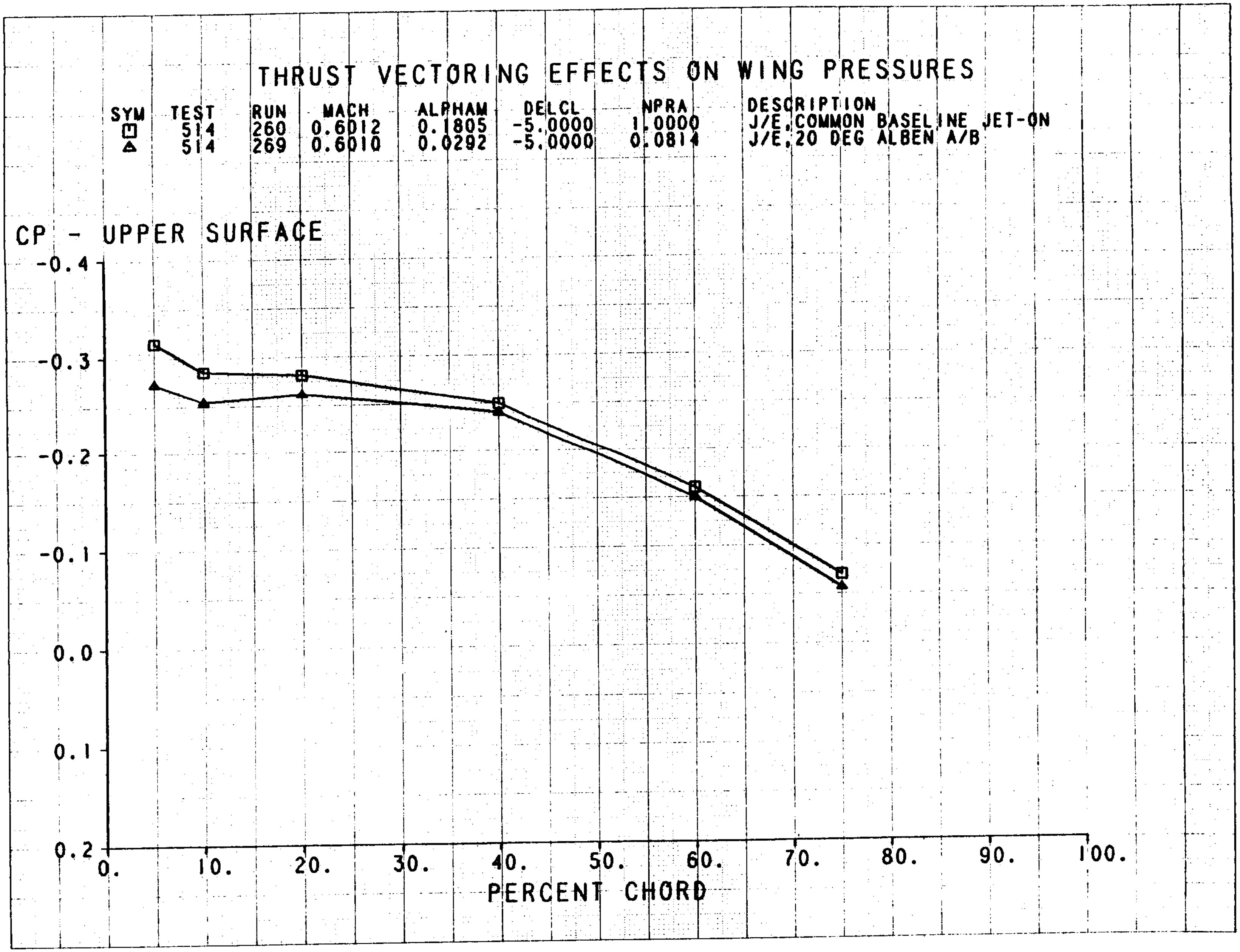
64.
MODEL STATION



THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.0292 -5.0000 0.0814 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
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40.
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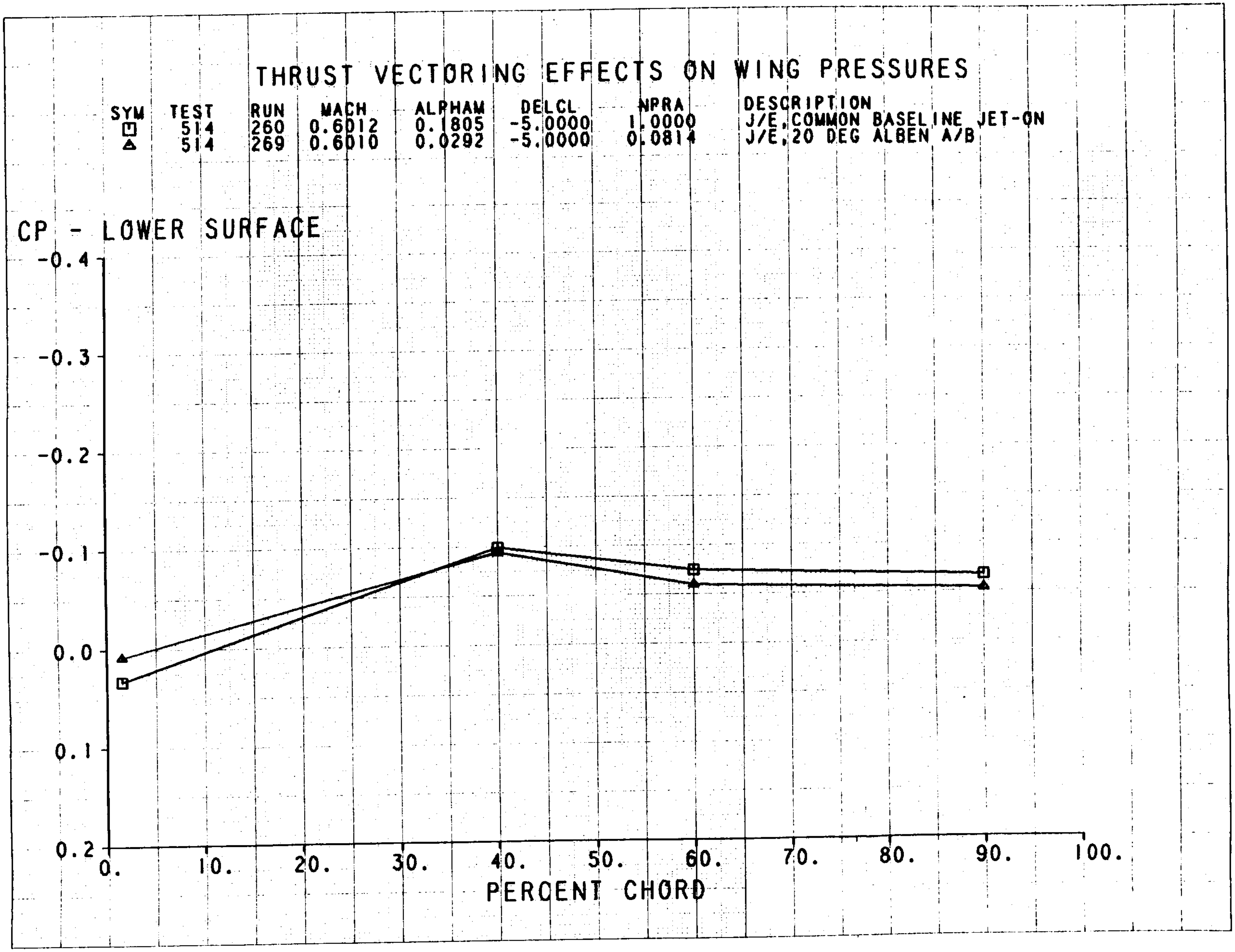
70.
80.
90.
100.
PERCENT CHORD



THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
514 269 0.6010 0.0292 -5.0000 0.0814 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
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10.
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40.
50.
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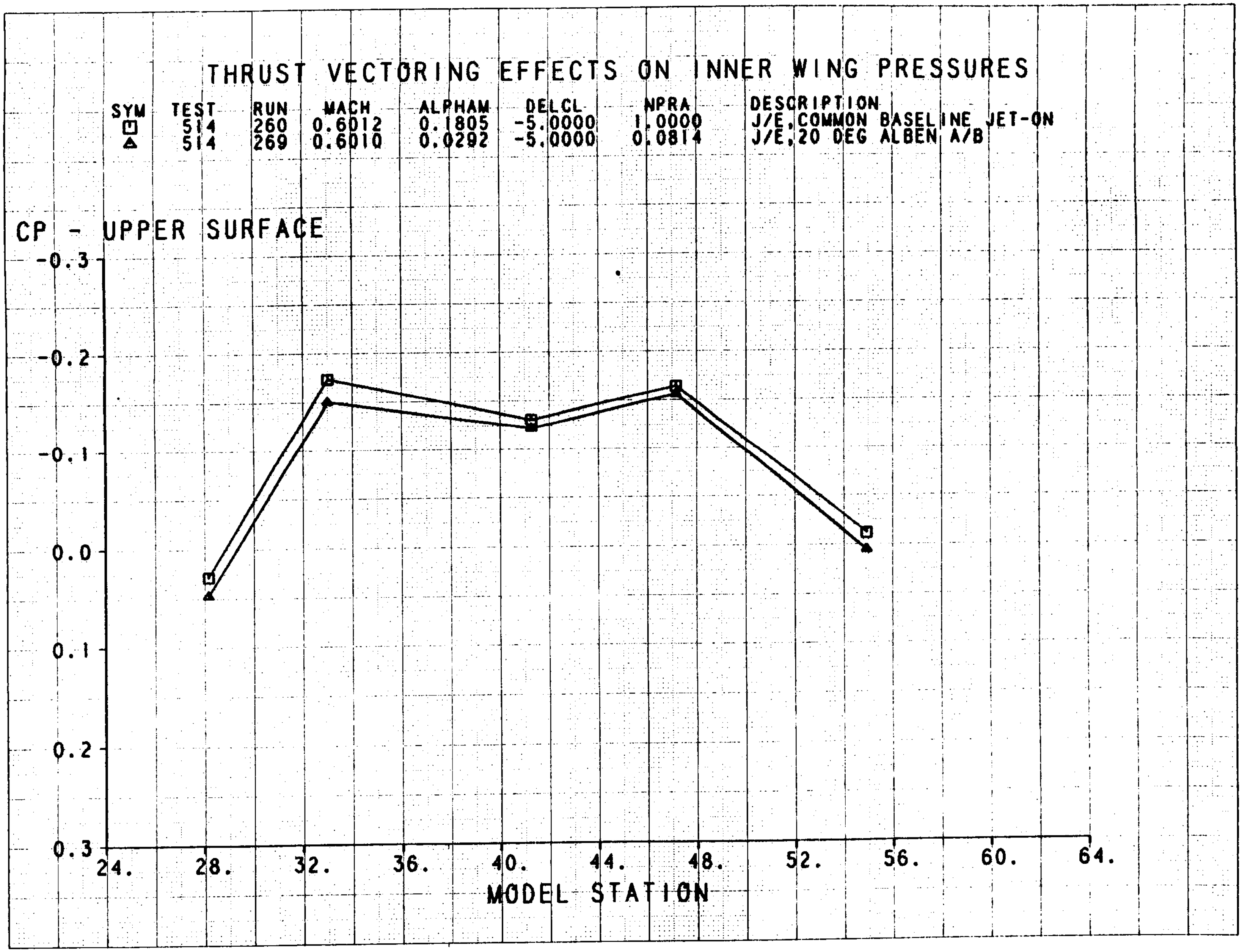
70.
80.
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.0292 -5.0000 0.0814 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
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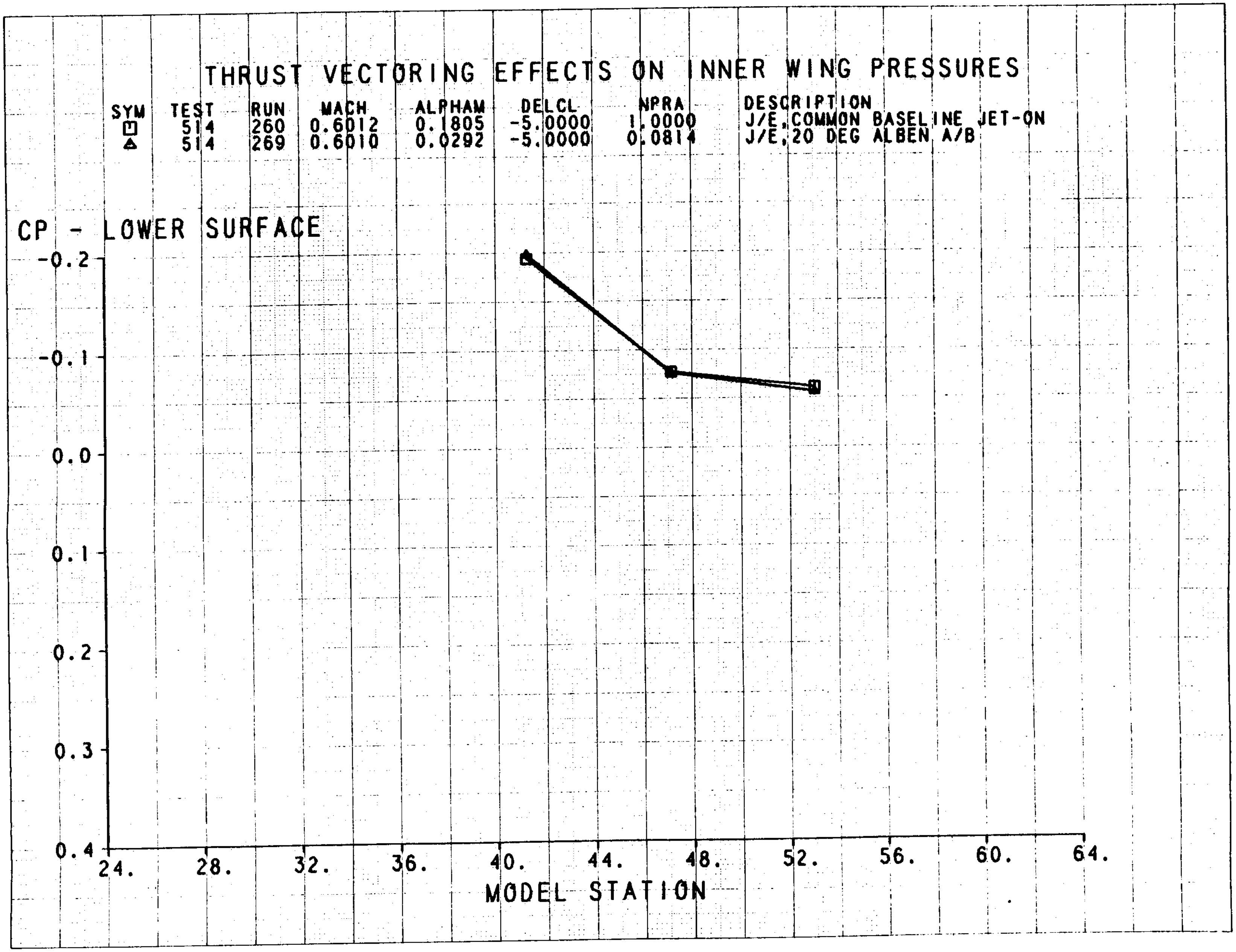
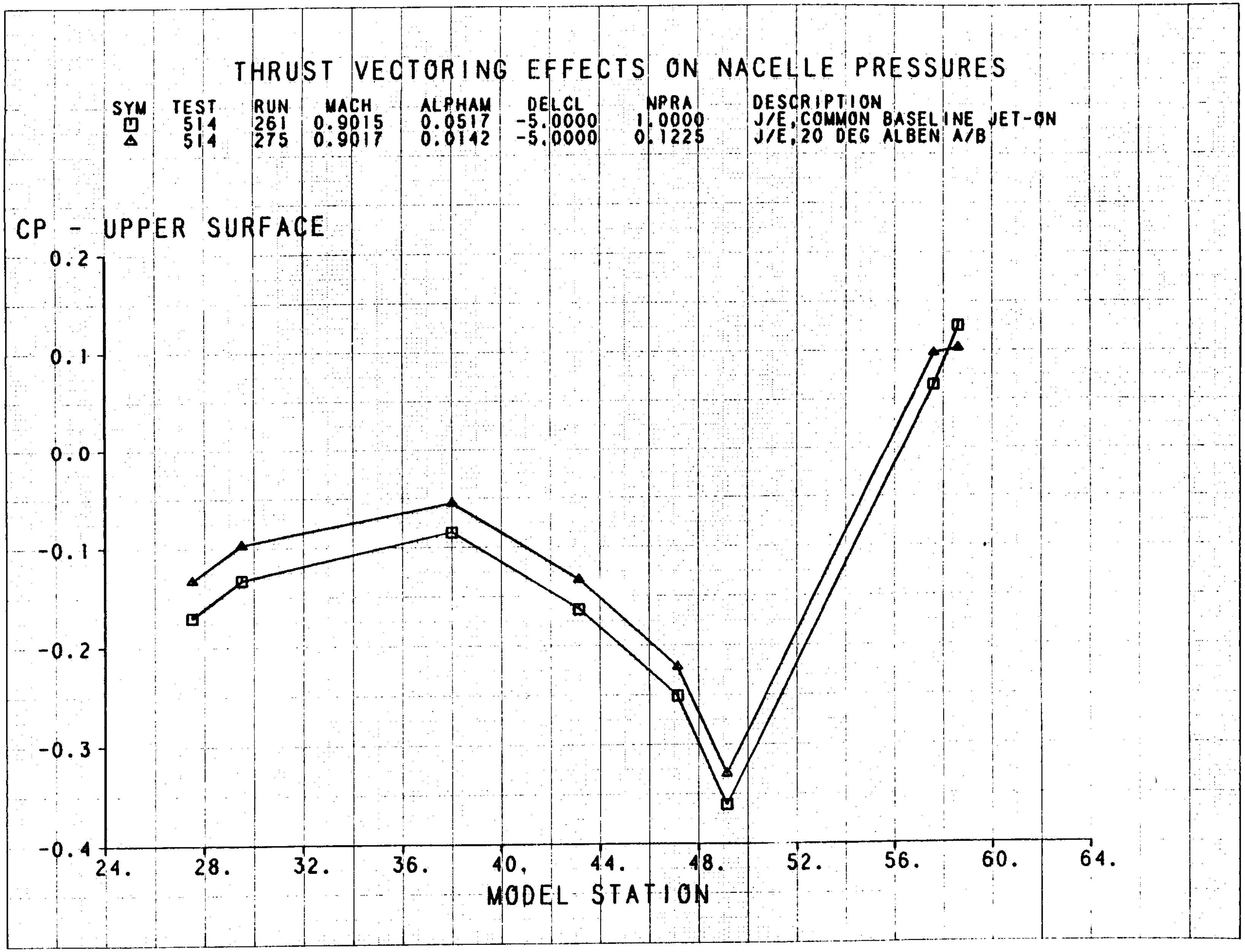
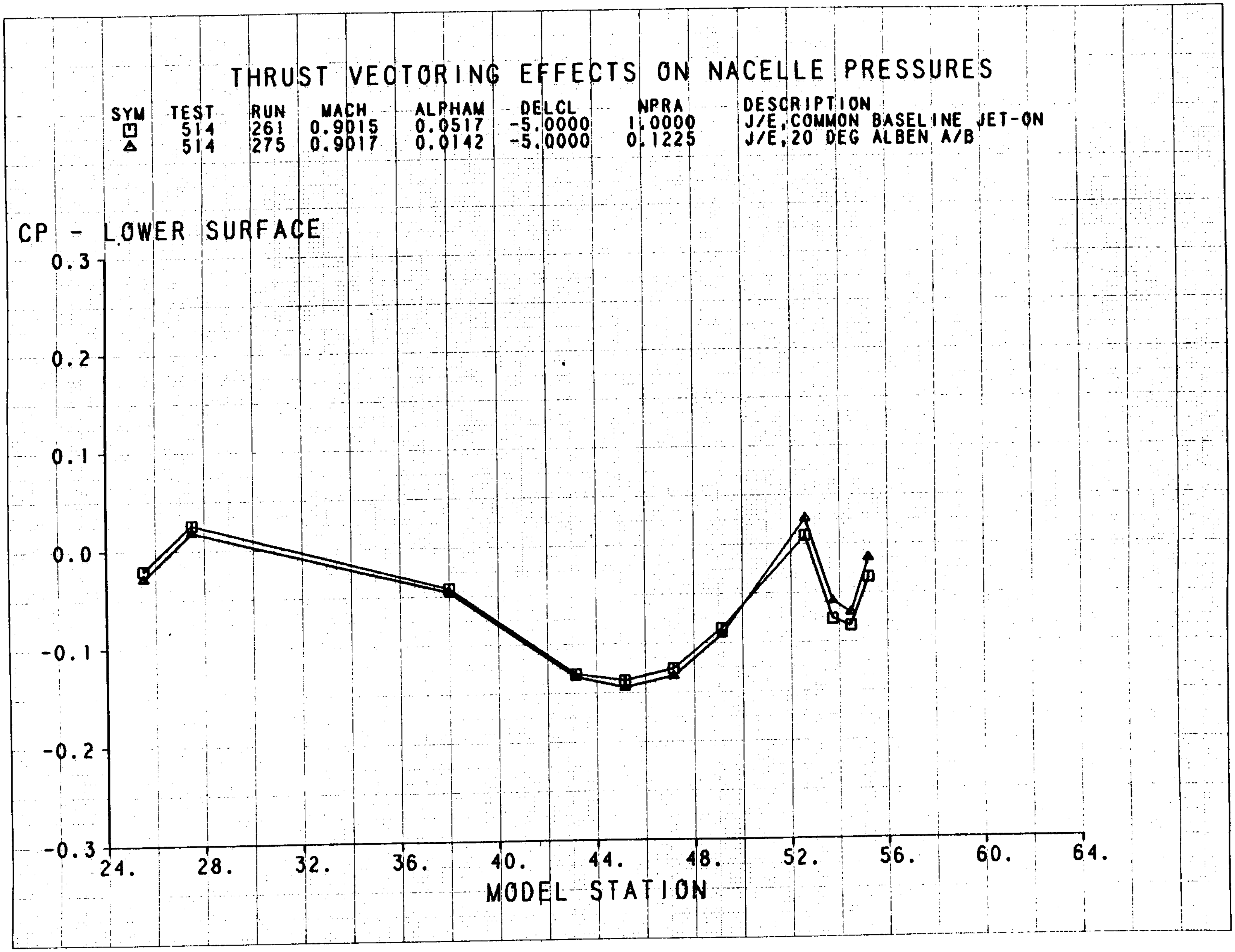
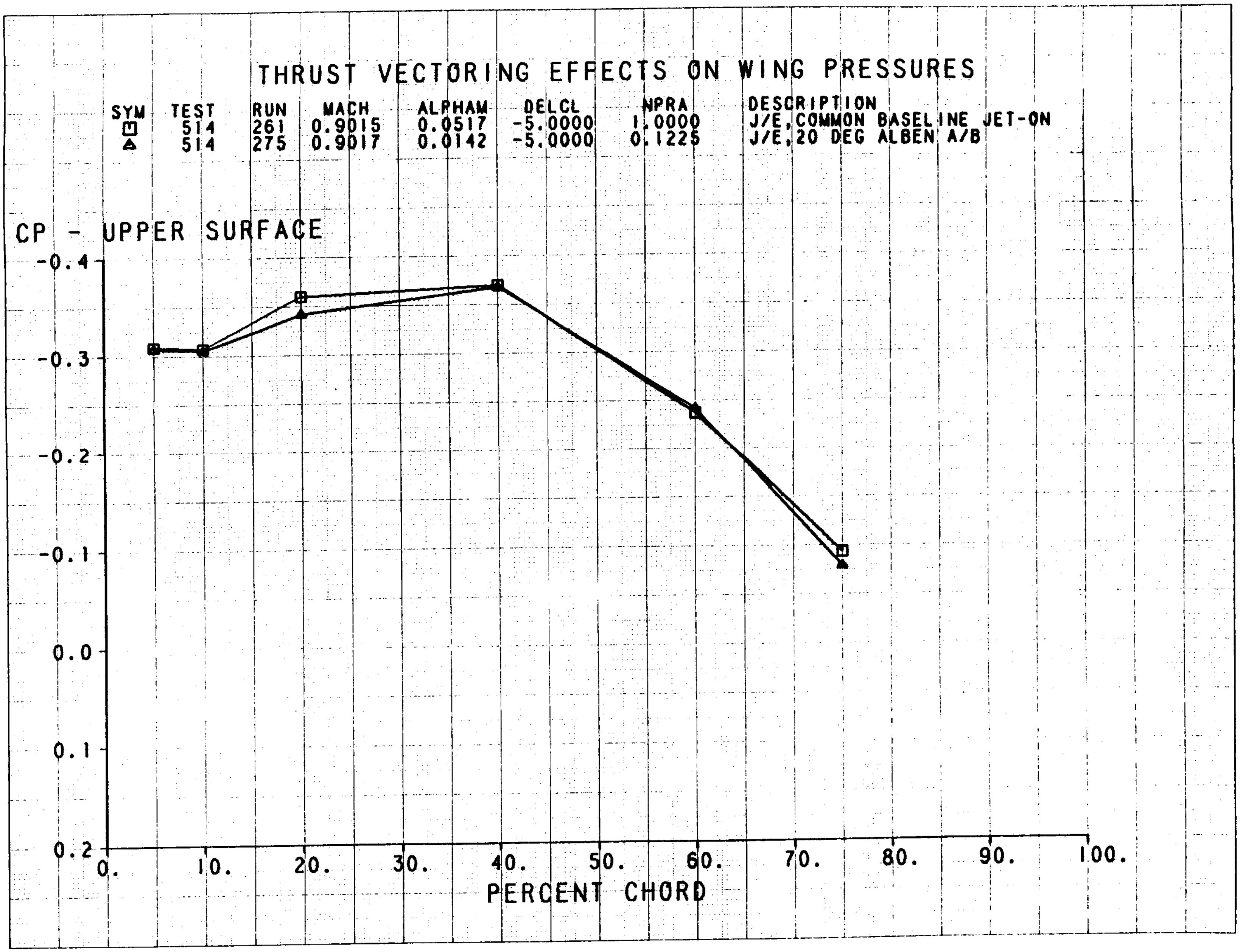
64.
MODEL STATION

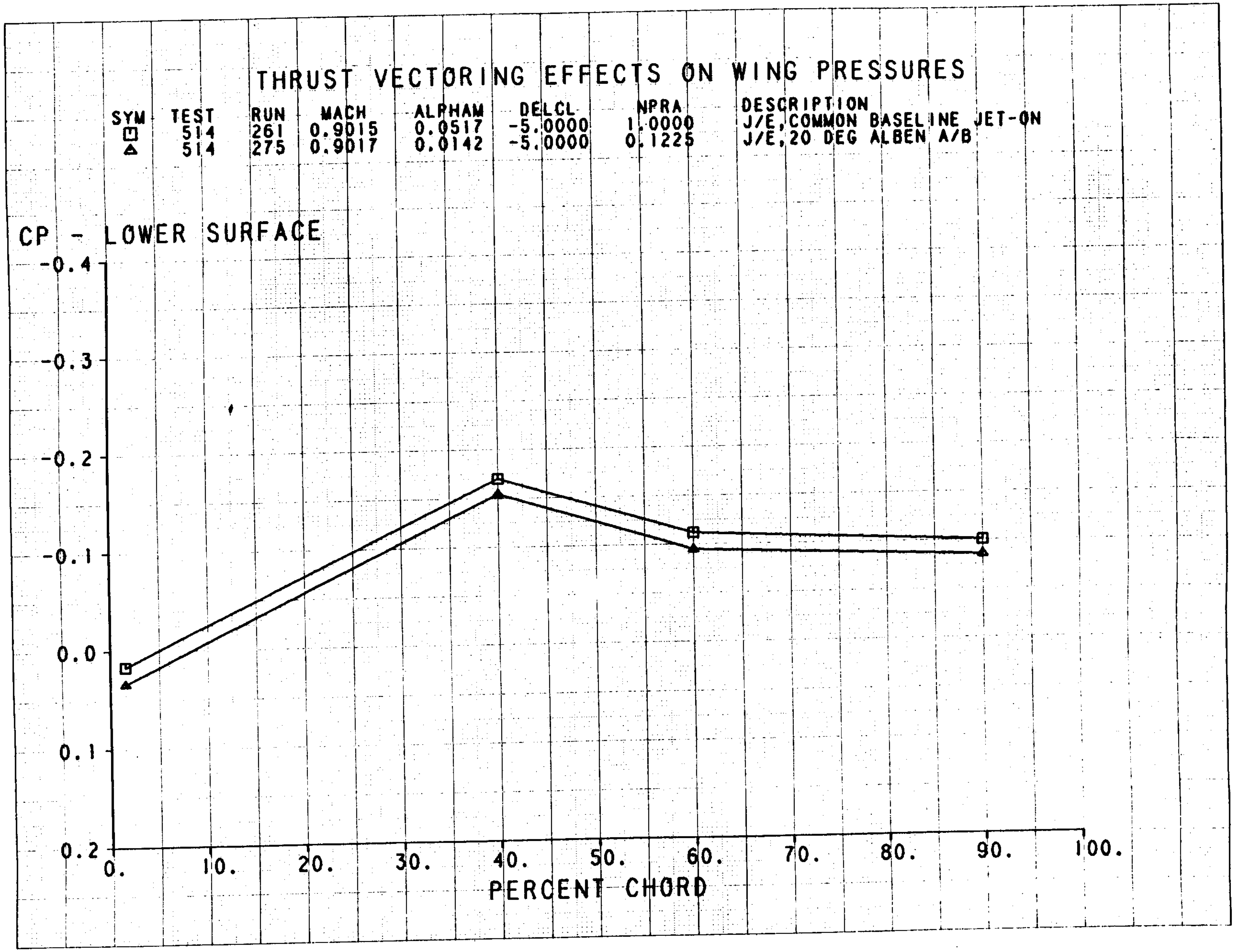

THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 260 0.6012 0.1805 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 269 0.6010 0.0292 -5.0000 0.0814 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 275 0.9017 0.0142 -5.0000 0.1225 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

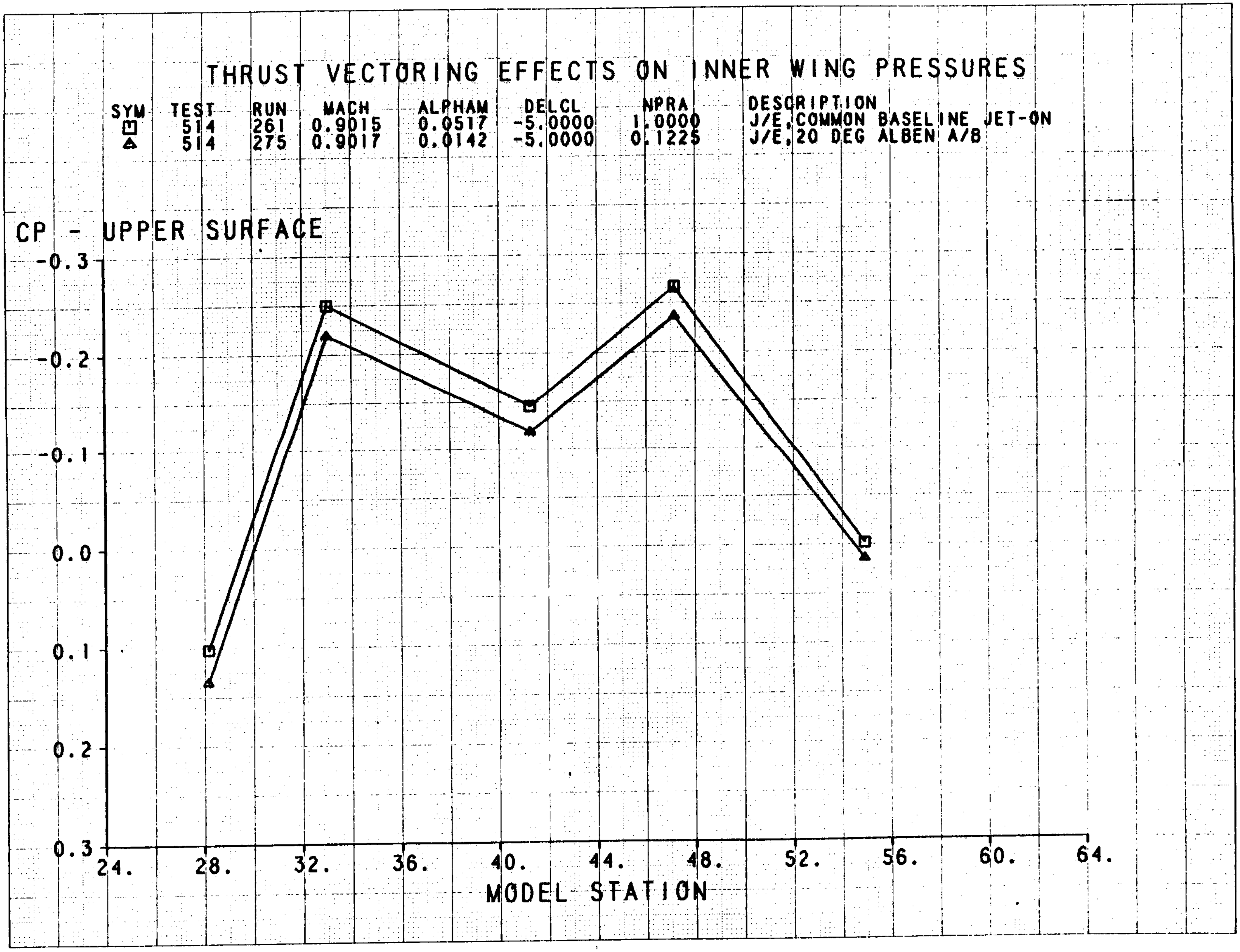


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
514 275 0.9017 0.0142 -5.0000 0.1225 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 275 0.9017 0.0142 -5.0000 0.1225 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 261 0.9015 0.0517 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 275 0.9017 0.0142 -5.0000 0.1225 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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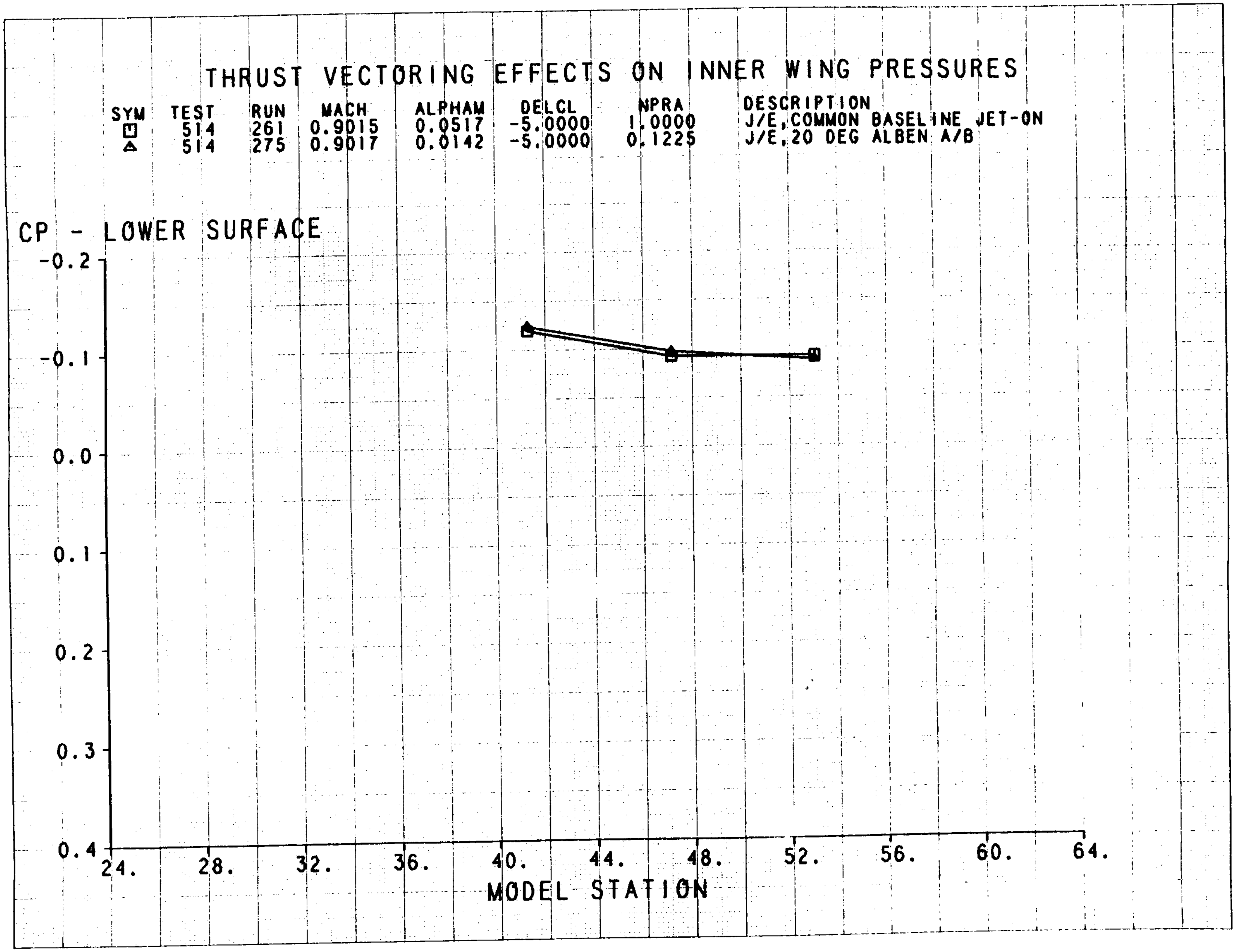
△ 514 275 0.9017 0.0142 -5.0000 0.1225 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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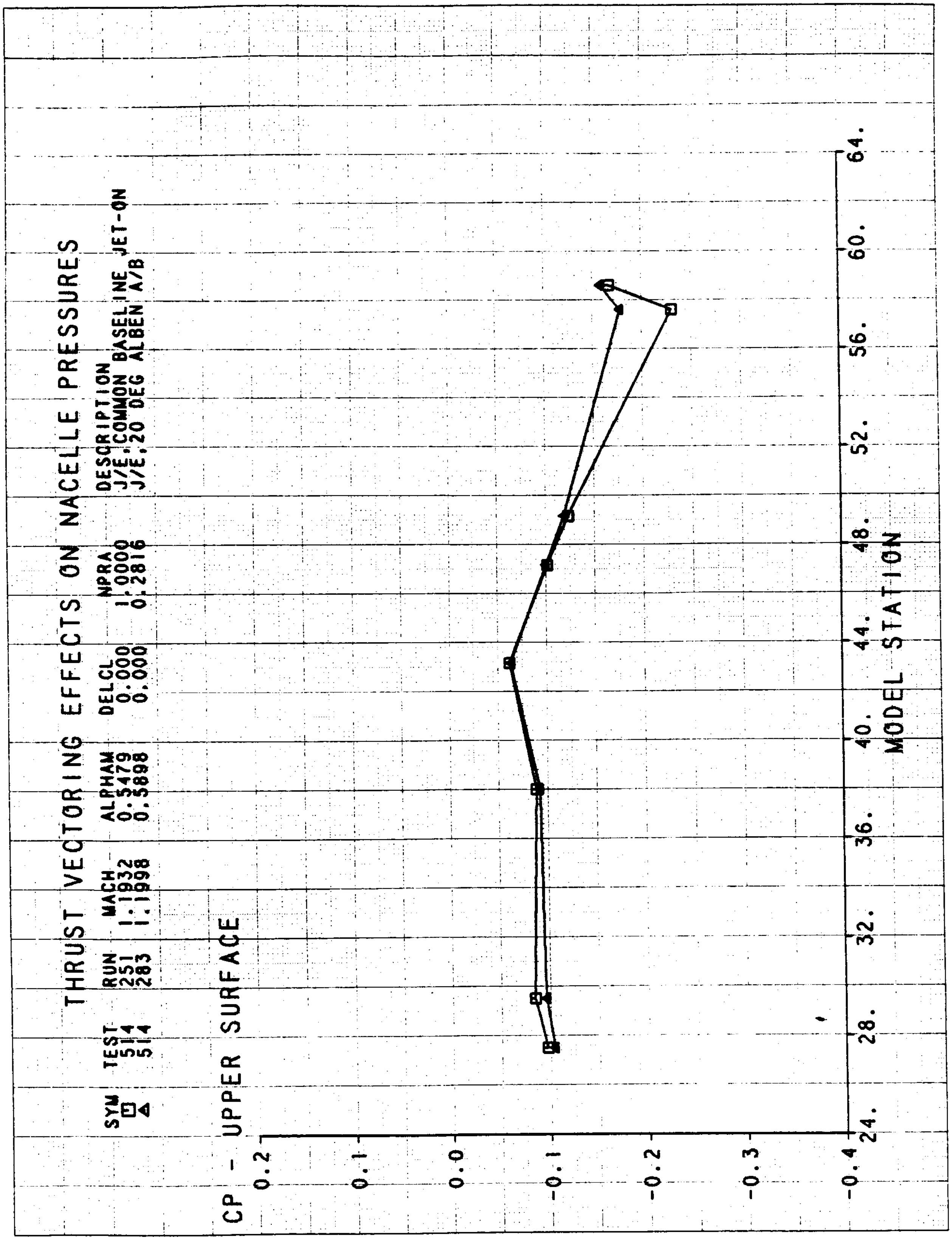
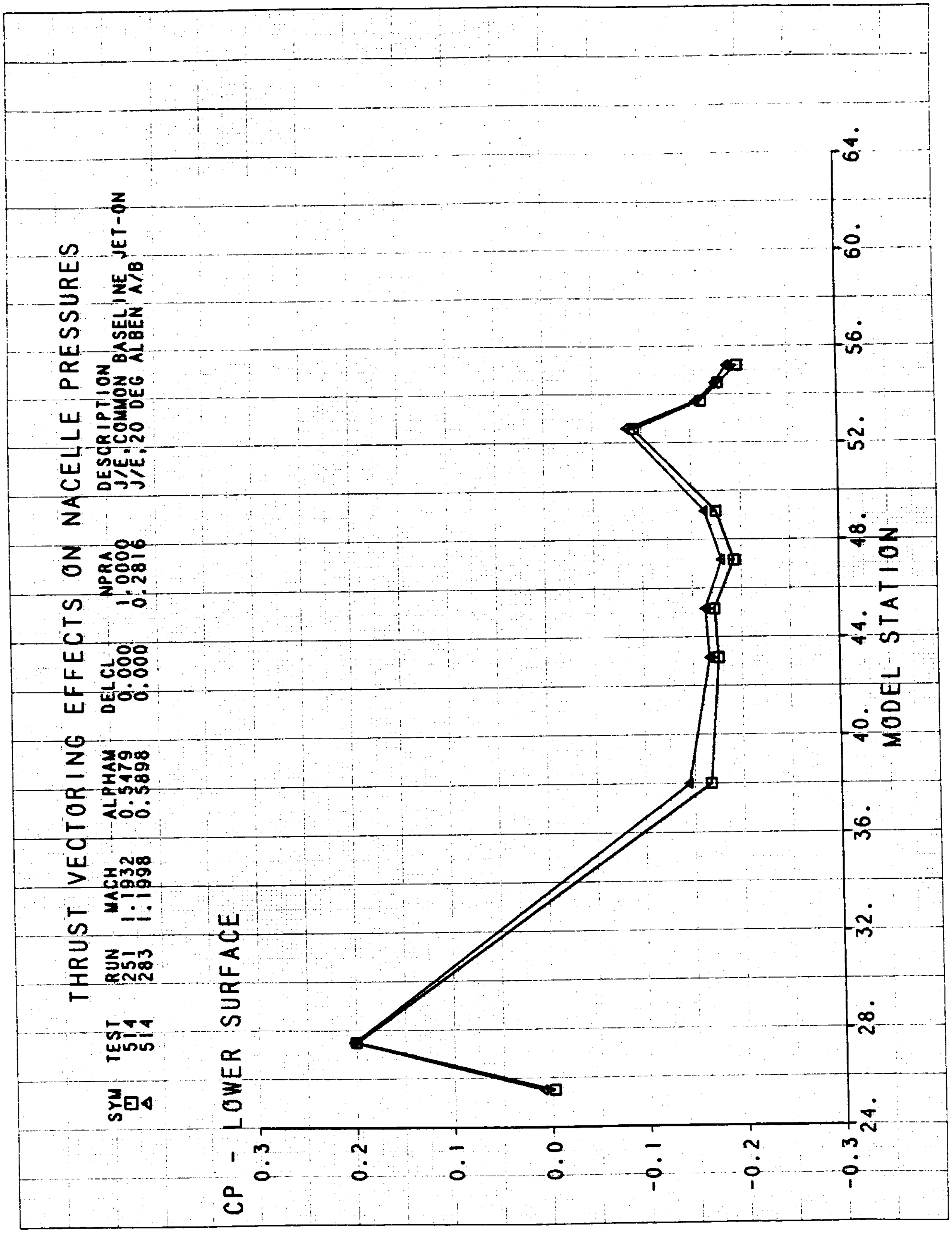
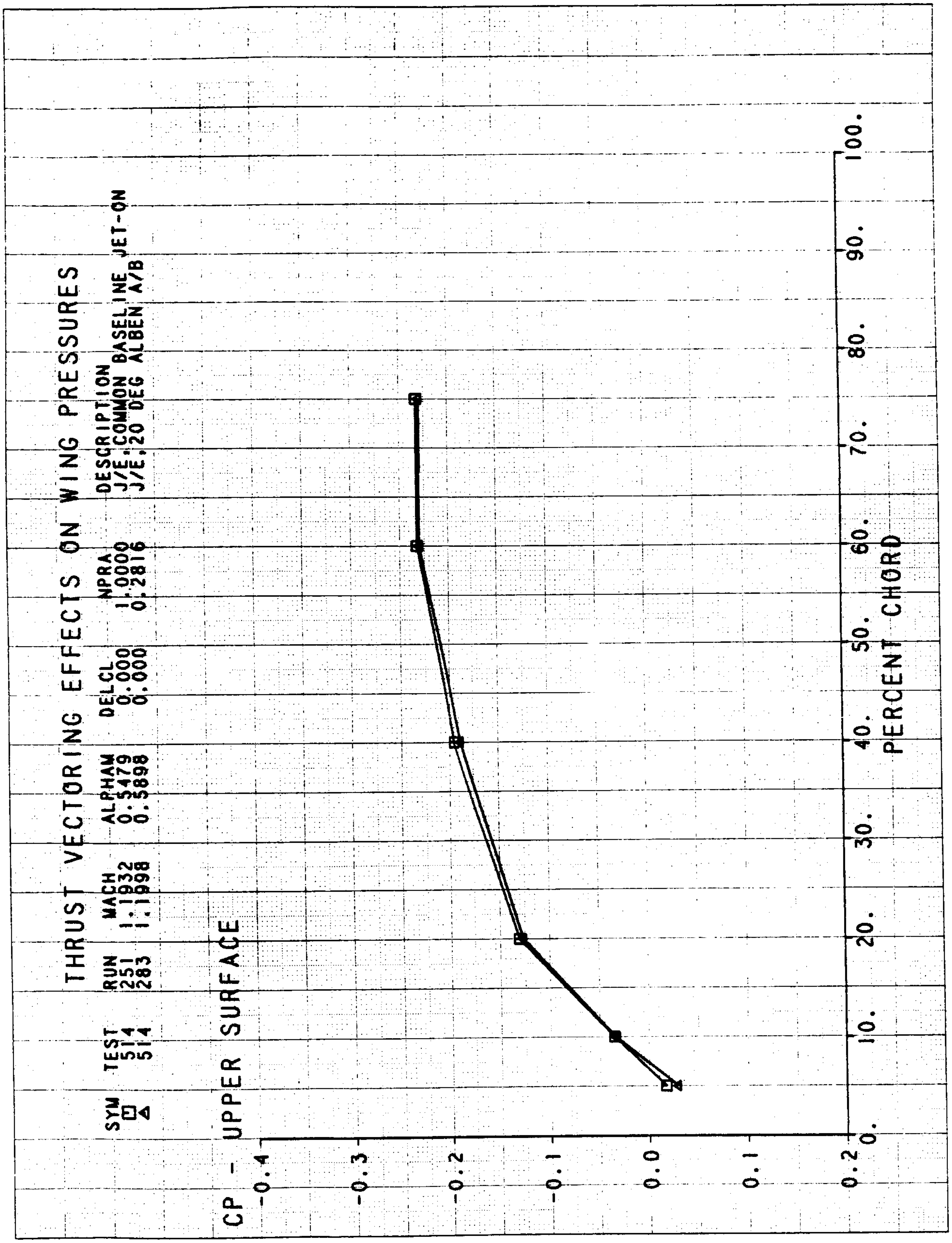
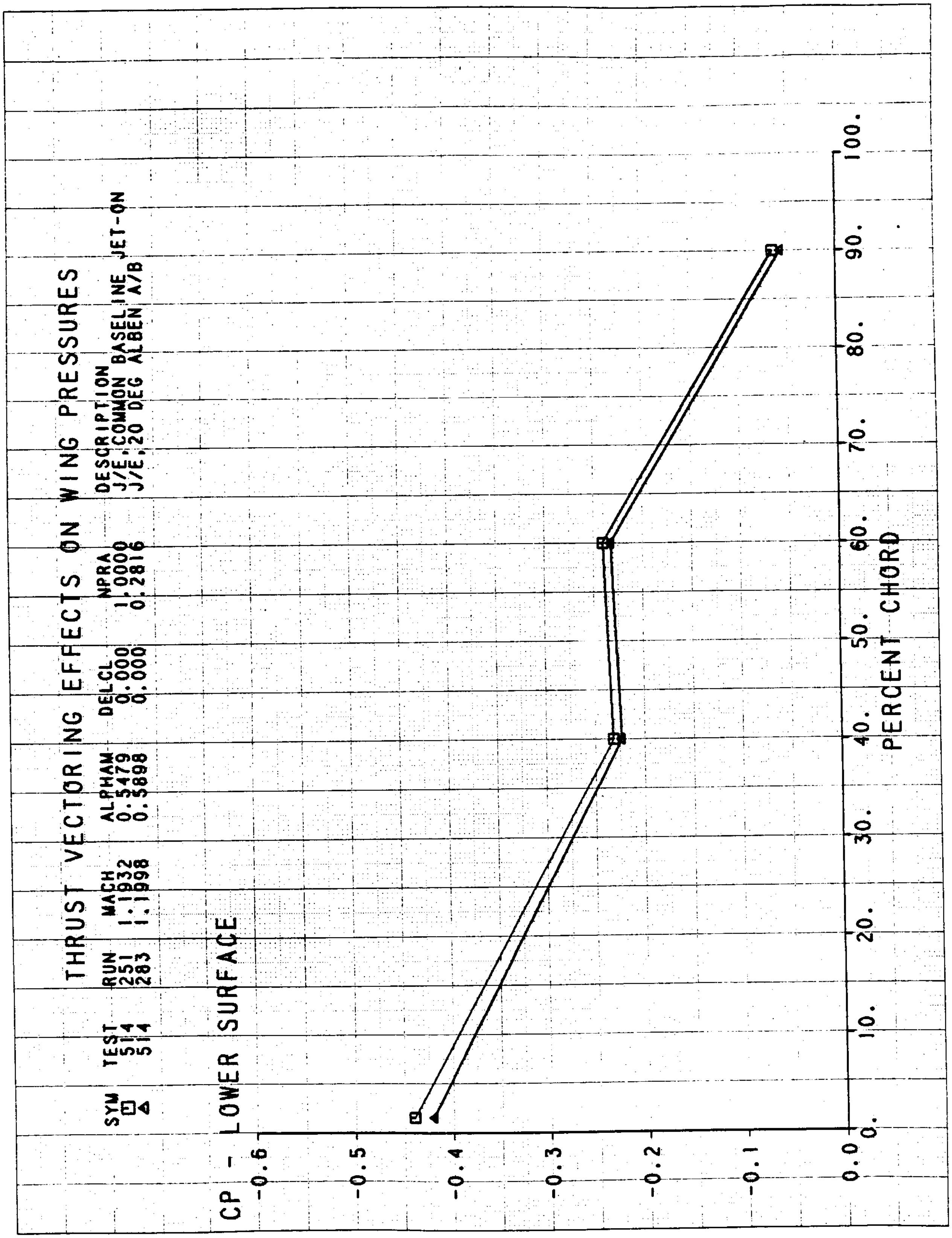
△ 514 275 0.9017 0.0142 -5.0000 0.1225 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

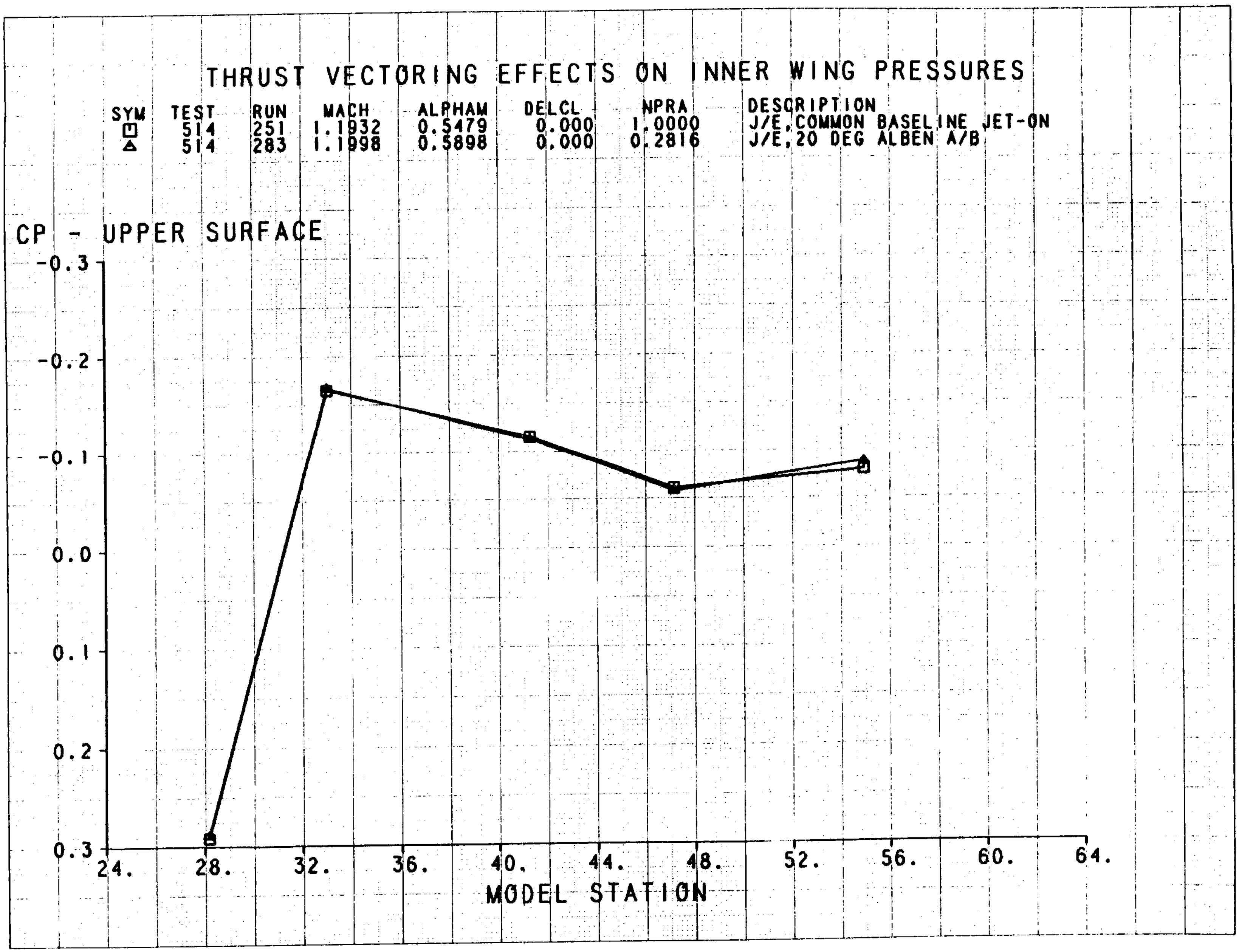

THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.5479 0.000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 283 1.1998 0.5898 0.000 0.2816 J/E,20 DEG ALBEN A/B
UPPER SURFACE
CP -
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

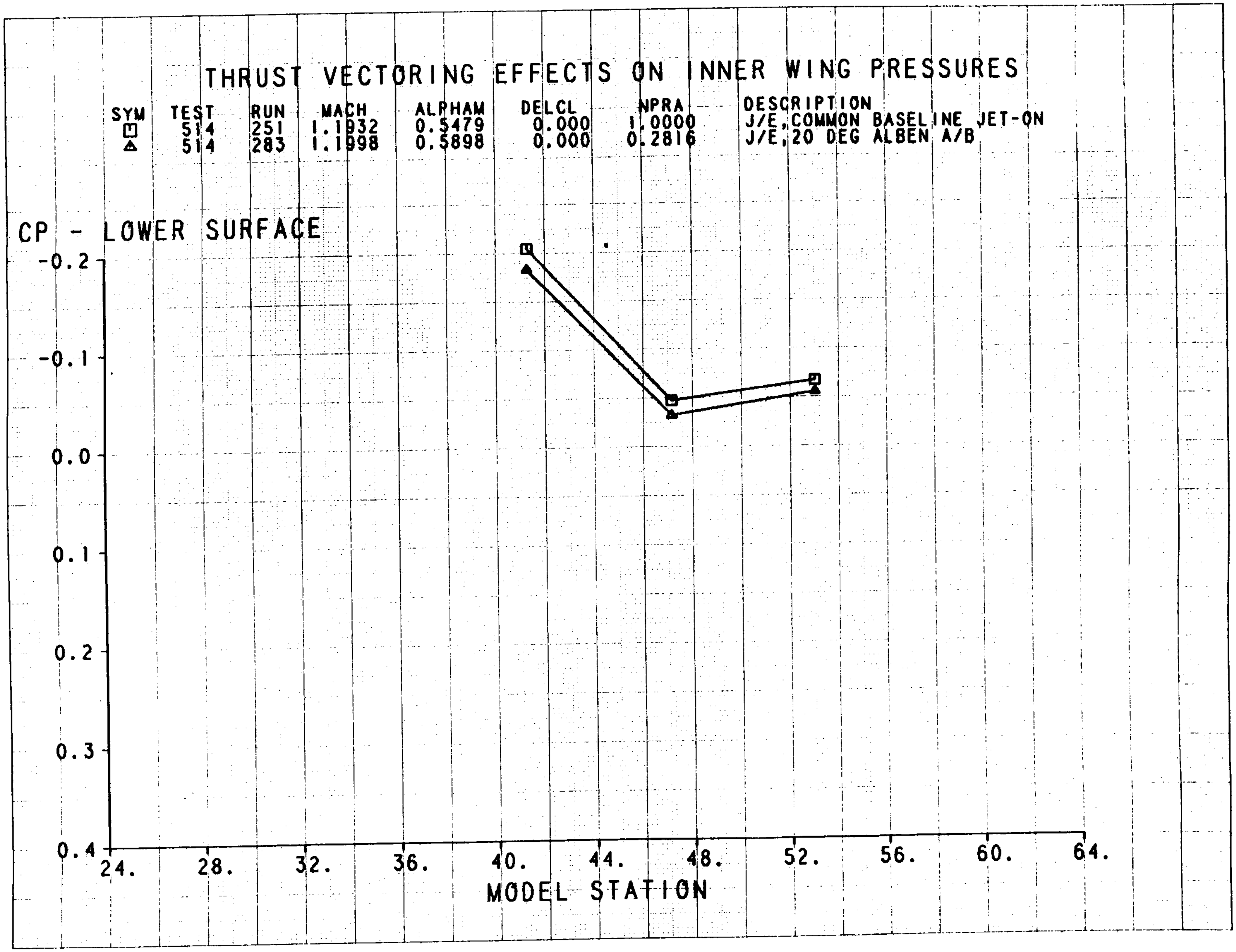

THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.5479 0.000 1.0000 J/E, COMMON BASELINE JET-ON
△ 514 283 1.1998 0.5898 0.000 0.2816 J/E, 20 DEG ALBEN A/B
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

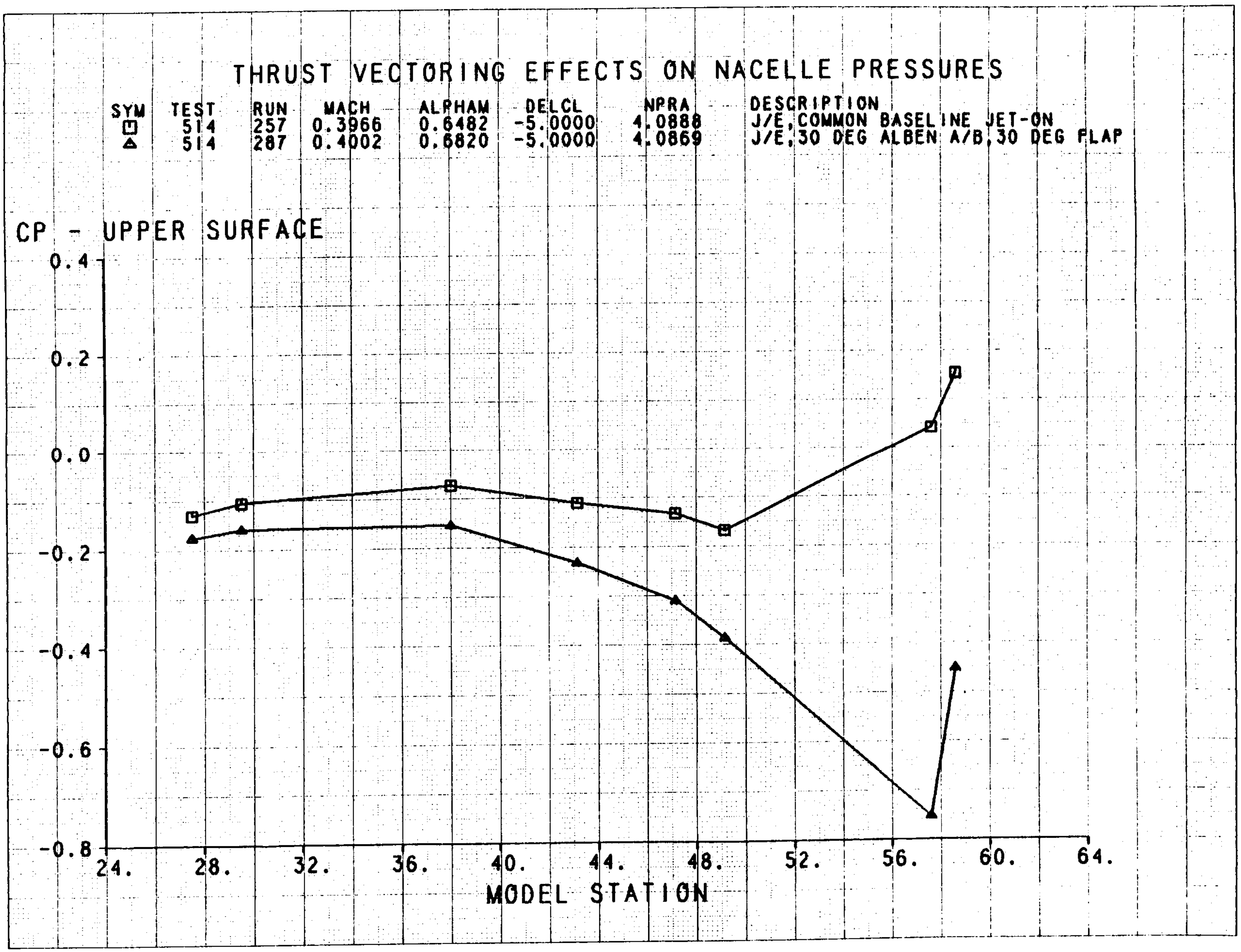

THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.5479 0.000 1.0000 J/E, COMMON BASELINE JET-ON
△ 514 283 1.1998 0.5898 0.000 0.2816 J/E, 20 DEG ALBEN A/B
UPPER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

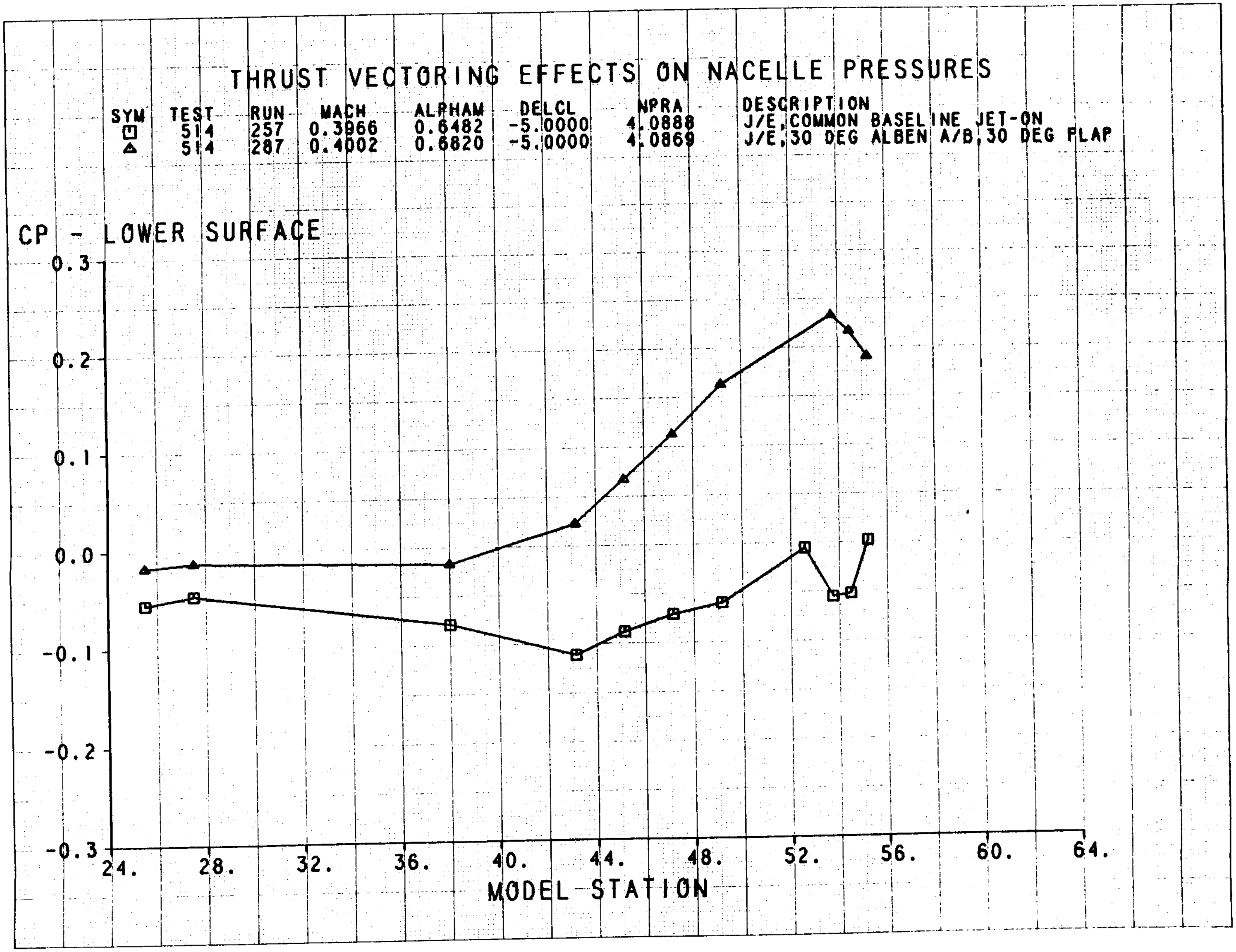


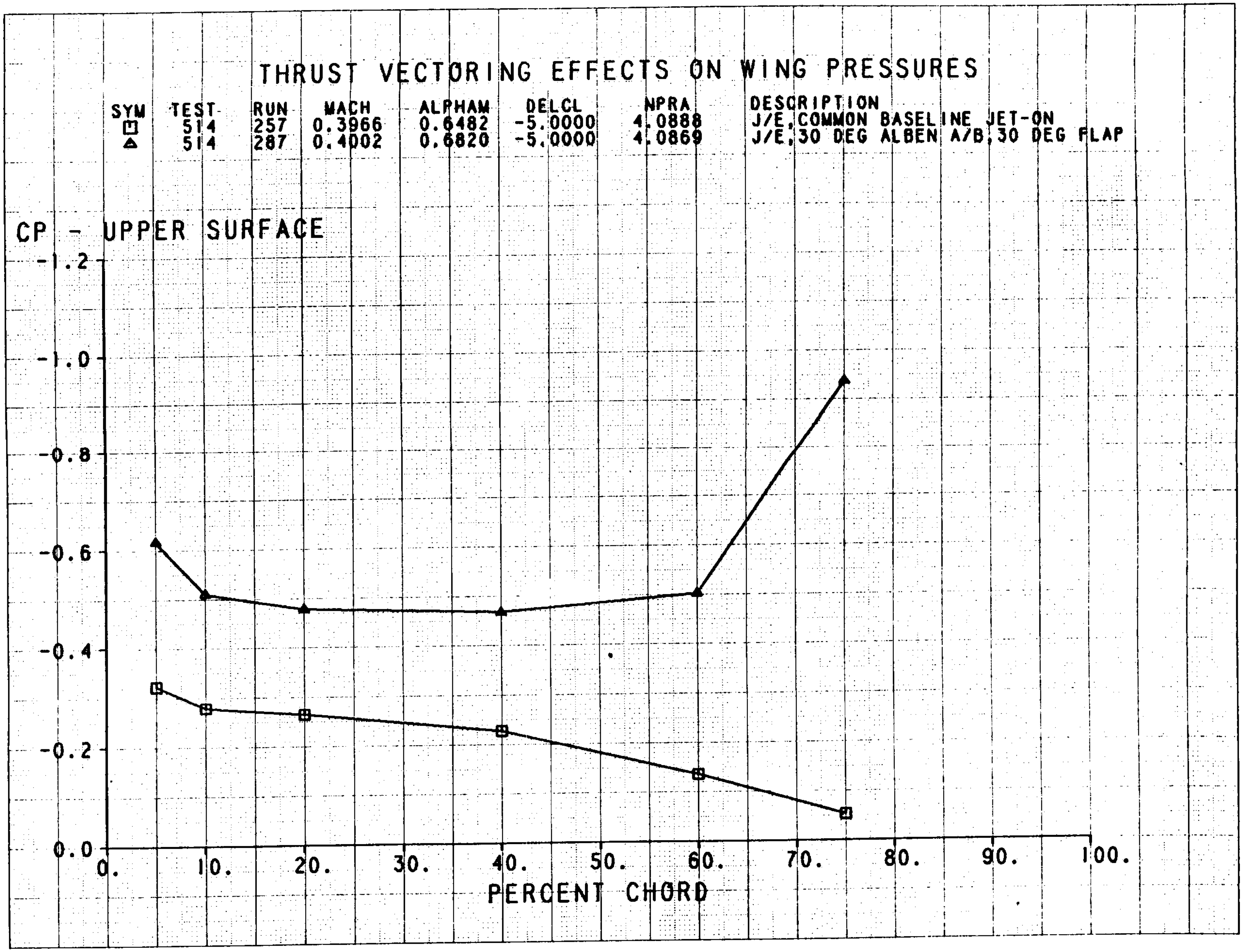
THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.5479 0.000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 283 1.1998 0.5898 0.000 0.2816 J/E,20 DEG ALBEN A/B
LOWER SURFACE
CP
-0.6
-0.5
-0.4
-0.3
-0.2
-0.1
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.5479 0.000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 283 1.1998 0.5898 0.000 0.2816 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

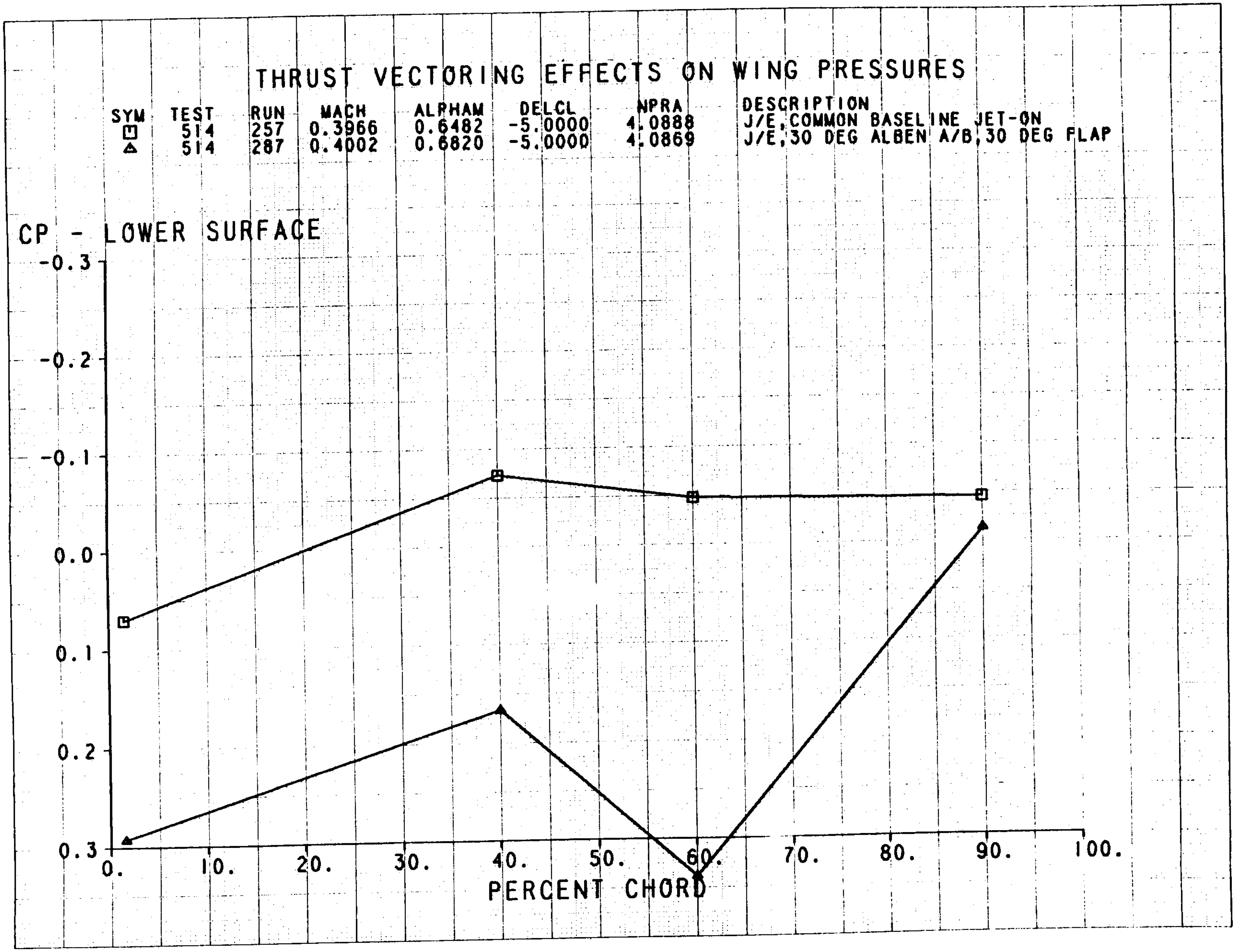

THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 251 1.1932 0.5479 0.000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 283 1.1998 0.5898 0.000 0.2816 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 257 0.3966 0.6482 -5.0000 4.0888 J/E,COMMON BASELINE JET-ON
△ 514 287 0.4002 0.6820 -5.0000 4.0869 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
0.4
0.2
0.0
-0.2
-0.4
-0.6
-0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

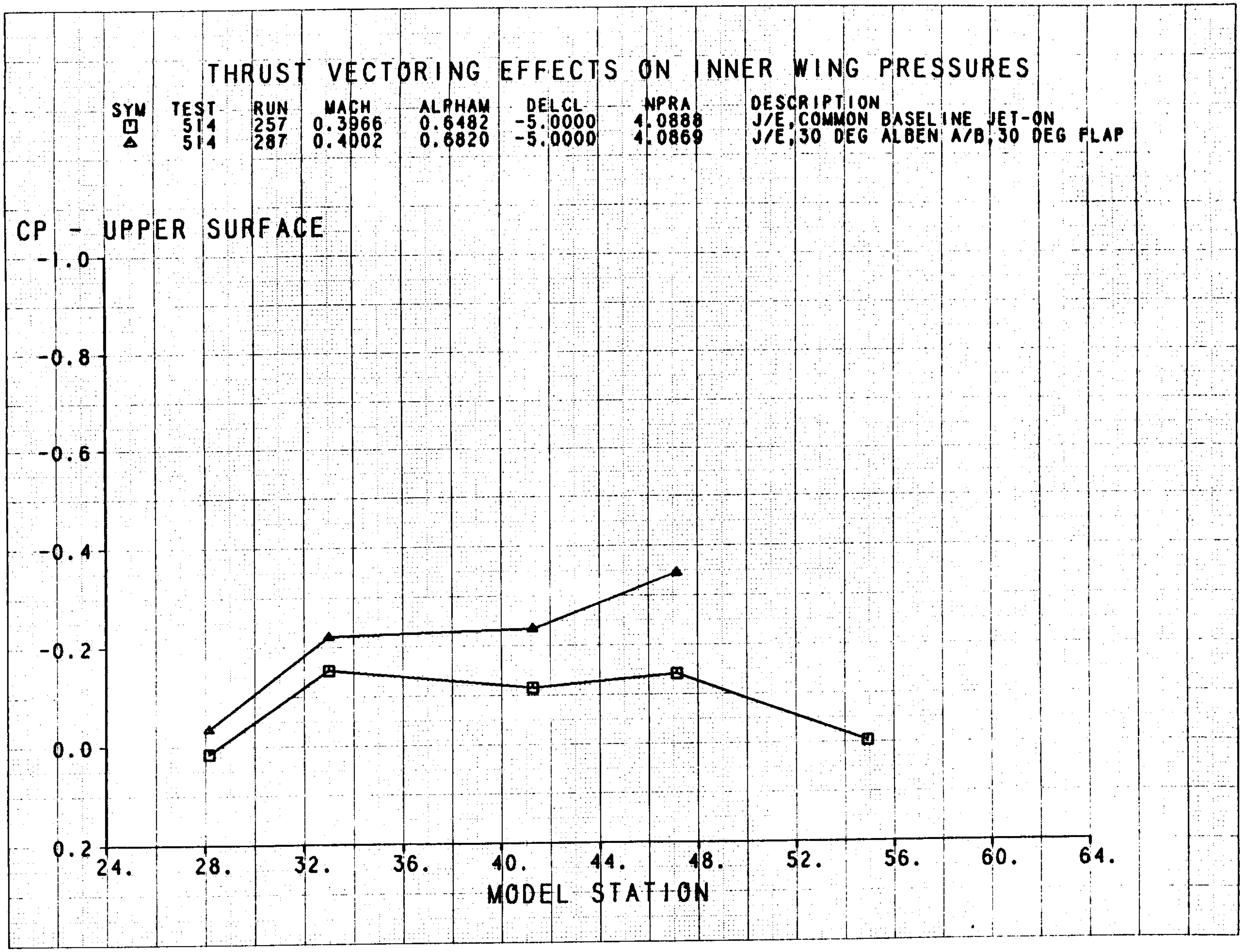

THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 257 0.3966 0.6482 -5.0000 4.0888 J/E,COMMON BASELINE JET-ON
△ 514 287 0.4002 0.6820 -5.0000 4.0869 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

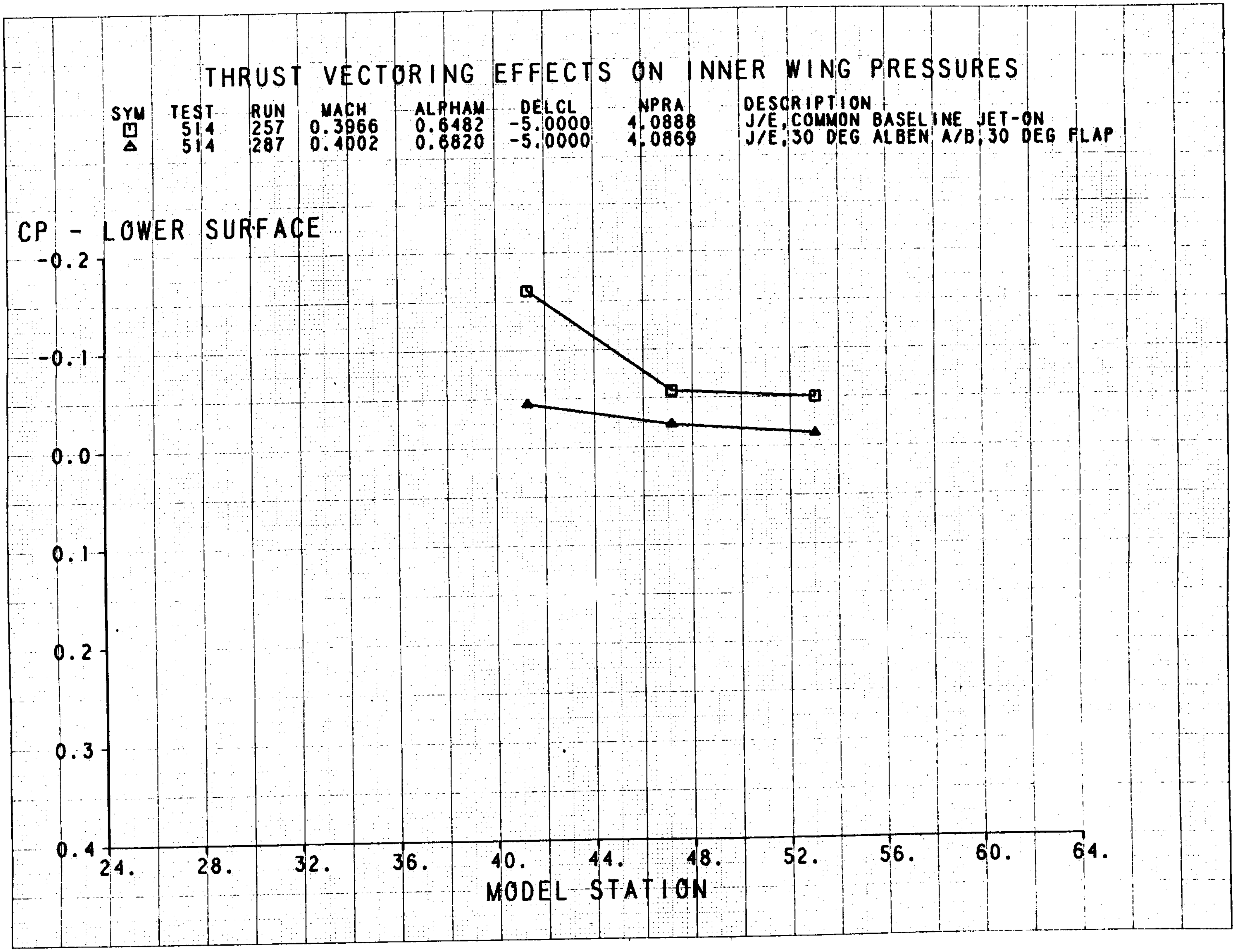


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 257 0.3966 0.6482 -5.0000 4.0888 J/E,COMMON BASELINE JET-ON
△ 514 287 0.4002 0.6820 -5.0000 4.0869 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
-1.2
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 257 0.3966 0.6482 -5.0000 4.0888 J/E,COMMON BASELINE JET-ON
△ 514 287 0.4002 0.6820 -5.0000 4.0869 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 257 0.3966 0.6482 -5.0000 4.0888 J/E,COMMON BASELINE JET-ON
△ 514 287 0.4002 0.6820 -5.0000 4.0869 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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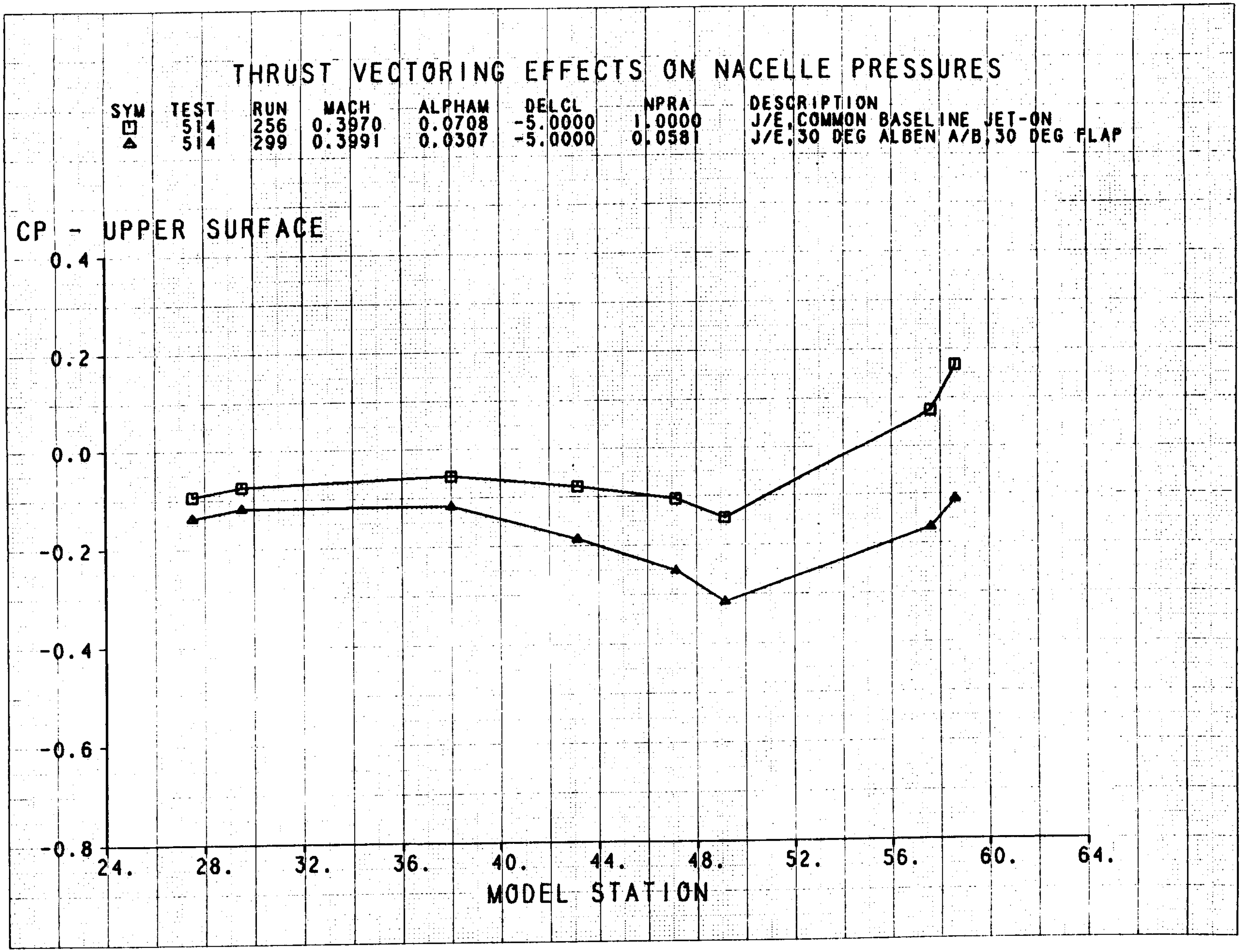
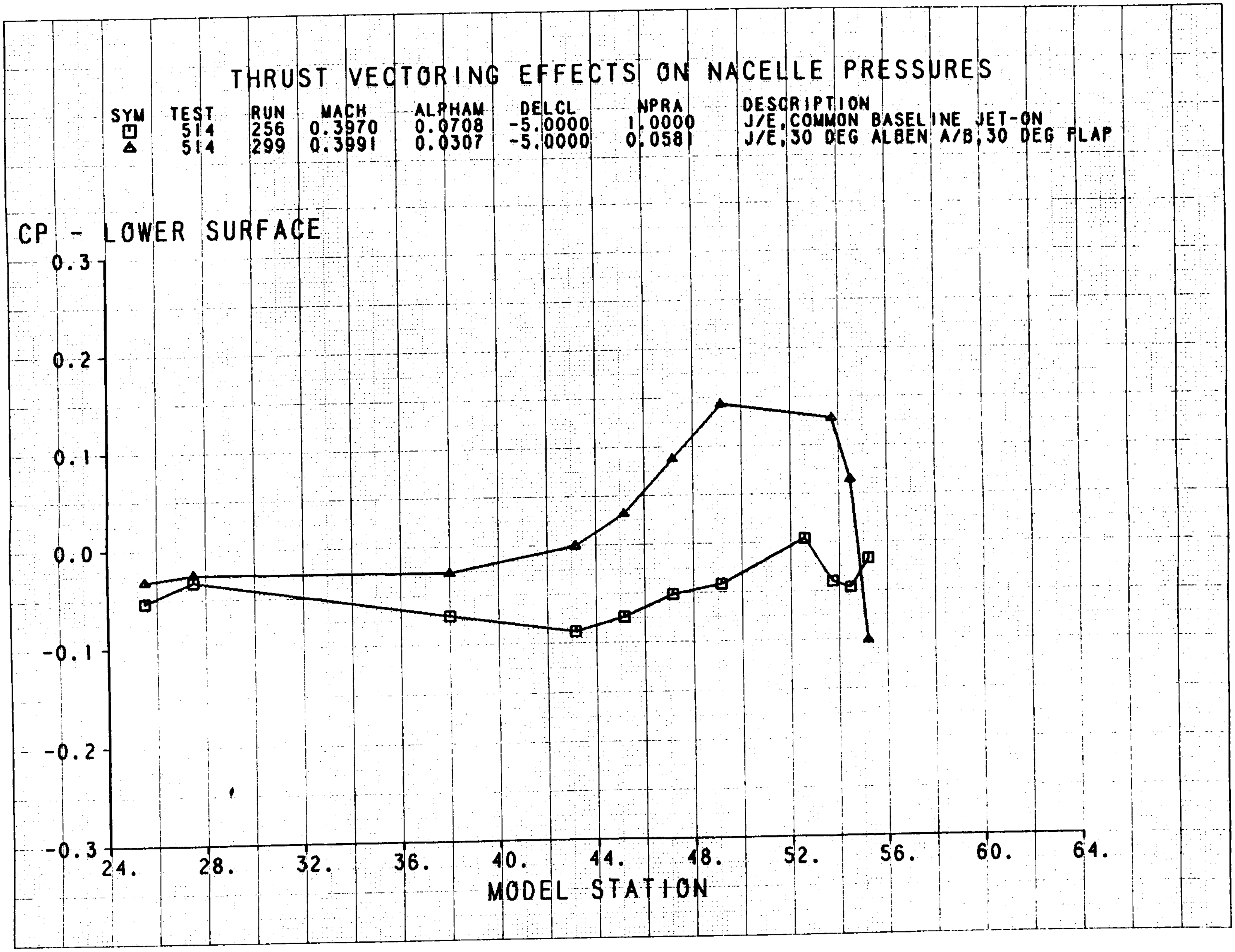
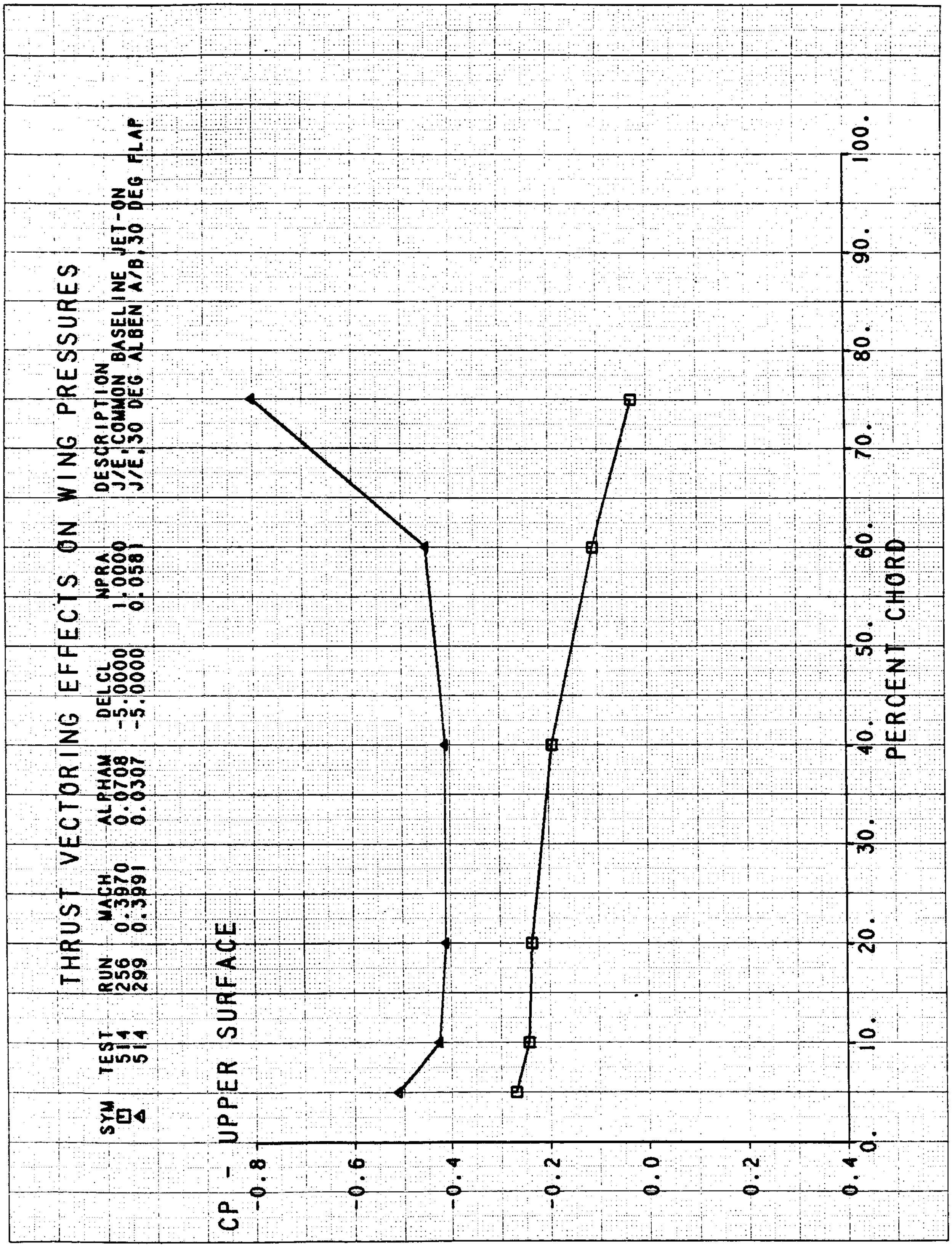
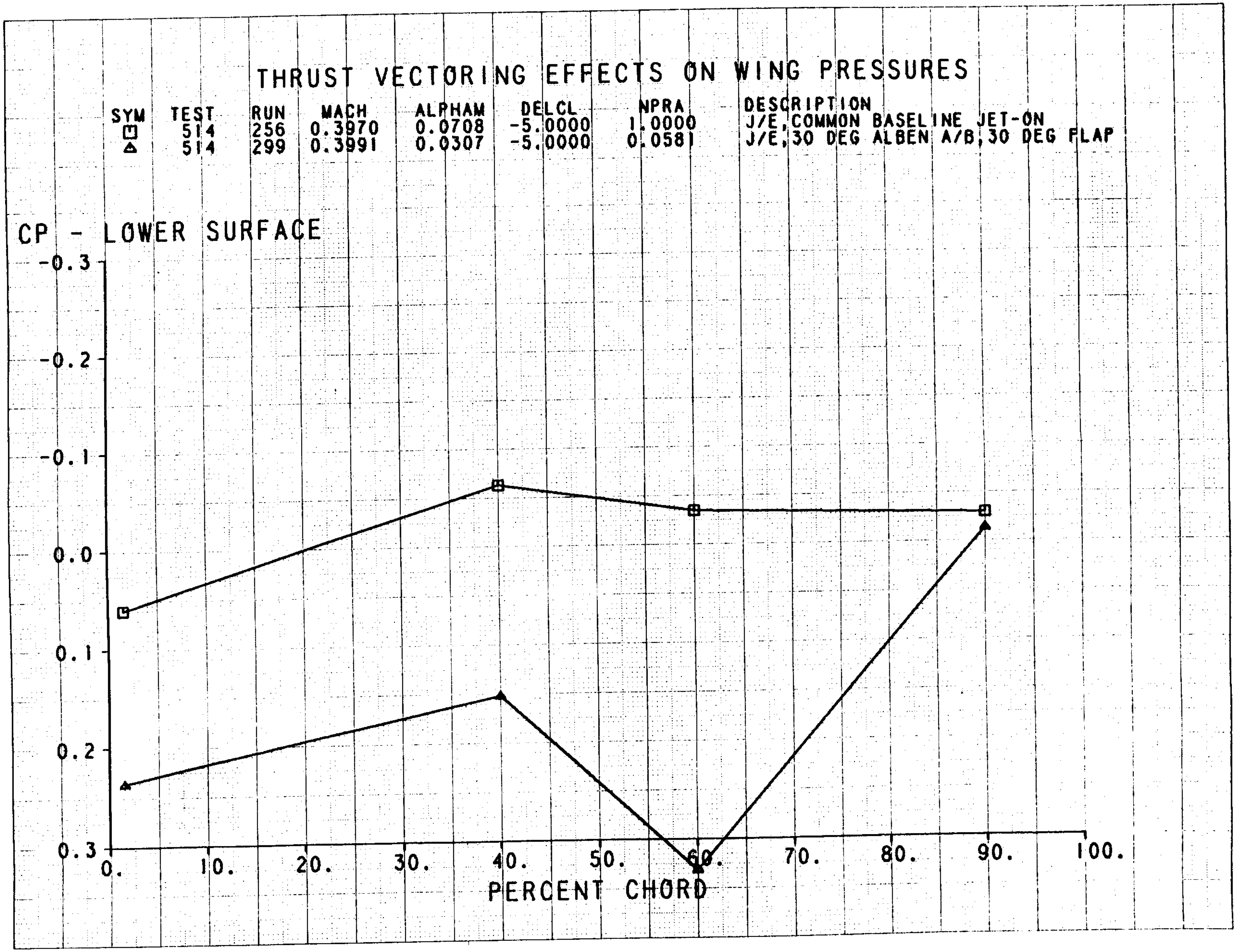
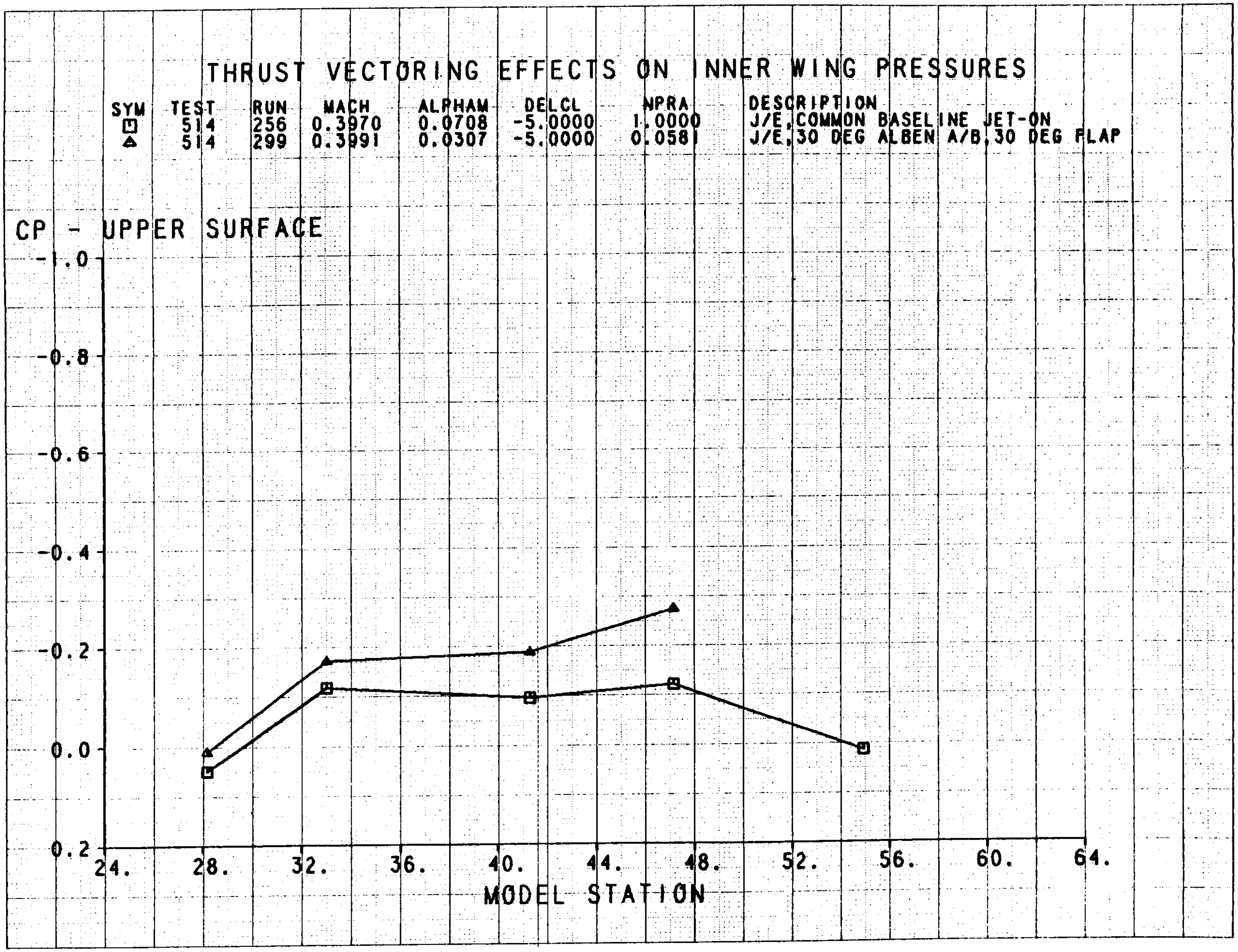
514 287 0.4002 0.6820 -5.0000 4.0869 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

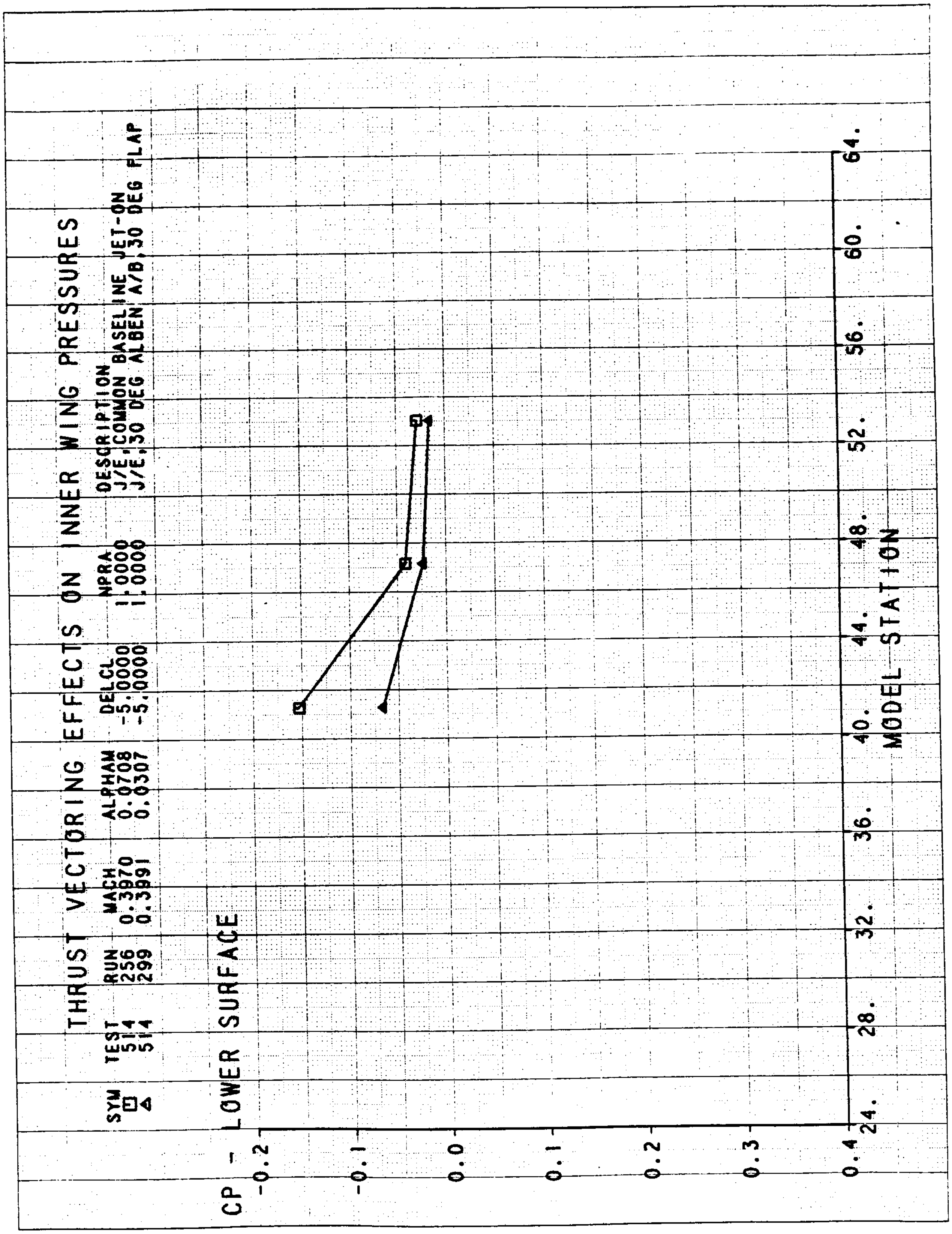

THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 299 0.3991 0.0307 -5.0000 0.0581 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
0.4
0.2
0.0
-0.2
-0.4
-0.6
-0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

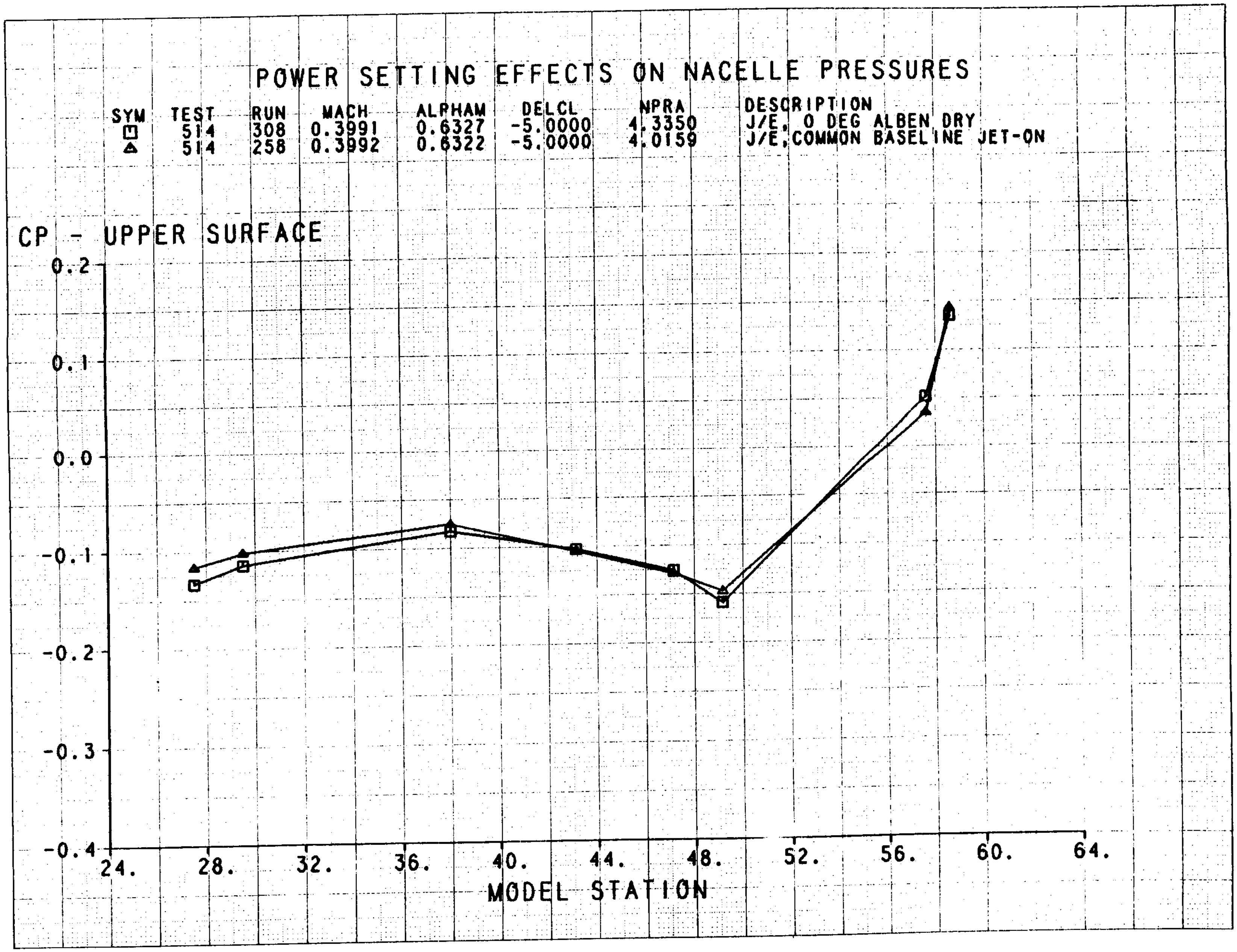

THRUST VECTORING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 299 0.3991 0.0307 -5.0000 0.0581 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 299 0.3991 0.0307 -5.0000 0.0581 J/E,30 DEG ALBEN A/B,30 DEG FLAP
UPPER SURFACE
CP - -0.8 -0.6 -0.4 -0.2 0.0 0.2 0.4
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD

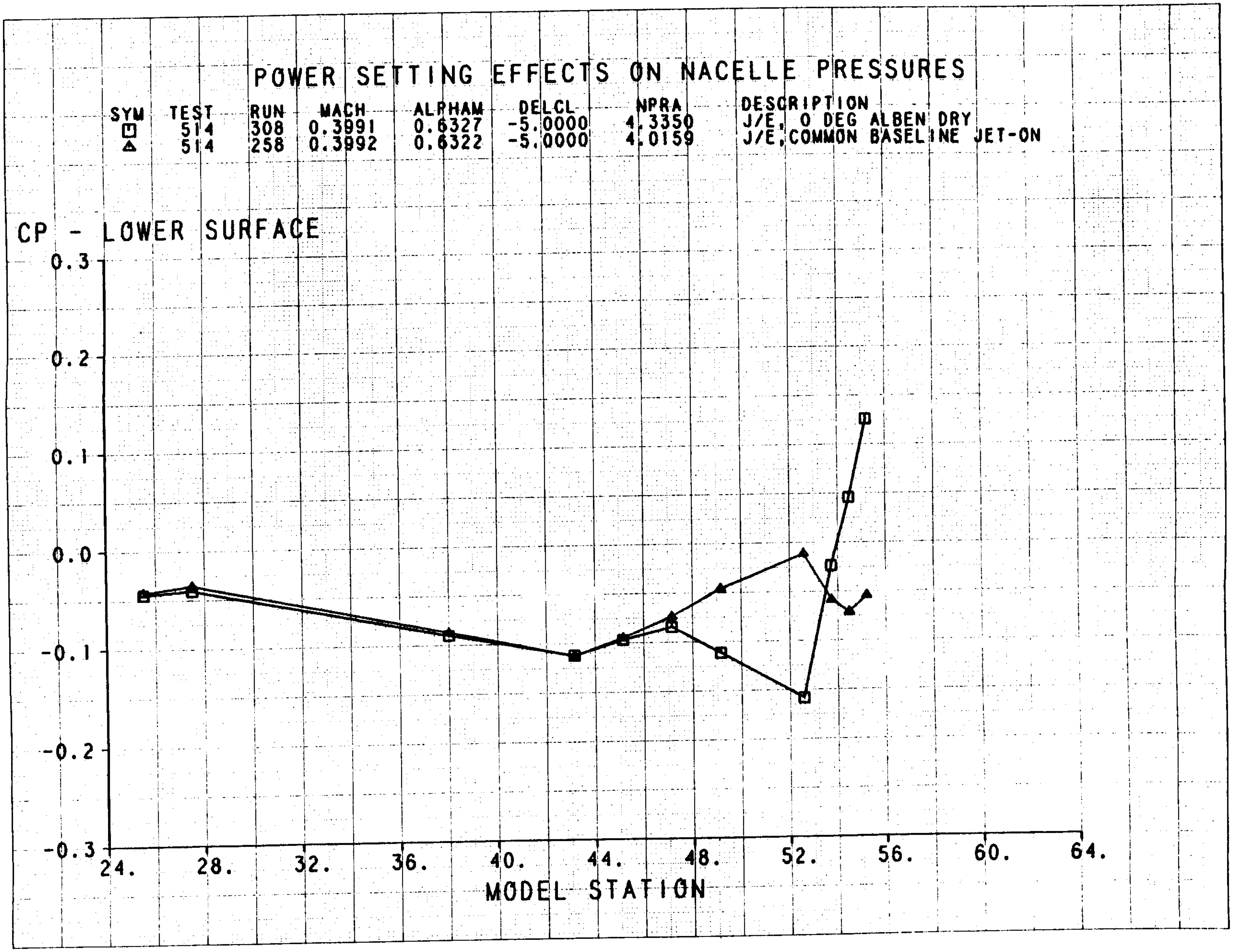

THRUST VECTORING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 299 0.3991 0.0307 -5.0000 0.0581 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
△ 514 299 0.3991 0.0307 -5.0000 0.0581 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


THRUST VECTORING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 256 0.3970 0.0708 -5.0000 1.0000 J/E,COMMON BASELINE JET-ON
▲ 514 299 0.3991 0.0307 -5.0000 1.0000 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



POWER SETTING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 308 0.3991 0.6327 -5.0000 4.3350 J/E, 0 DEG ALBEN DRY
△ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E, COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


POWER SETTING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 308 0.3991 0.6327 -5.0000 4.3350 J/E, 0 DEG ALBEN DRY
△ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E, COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
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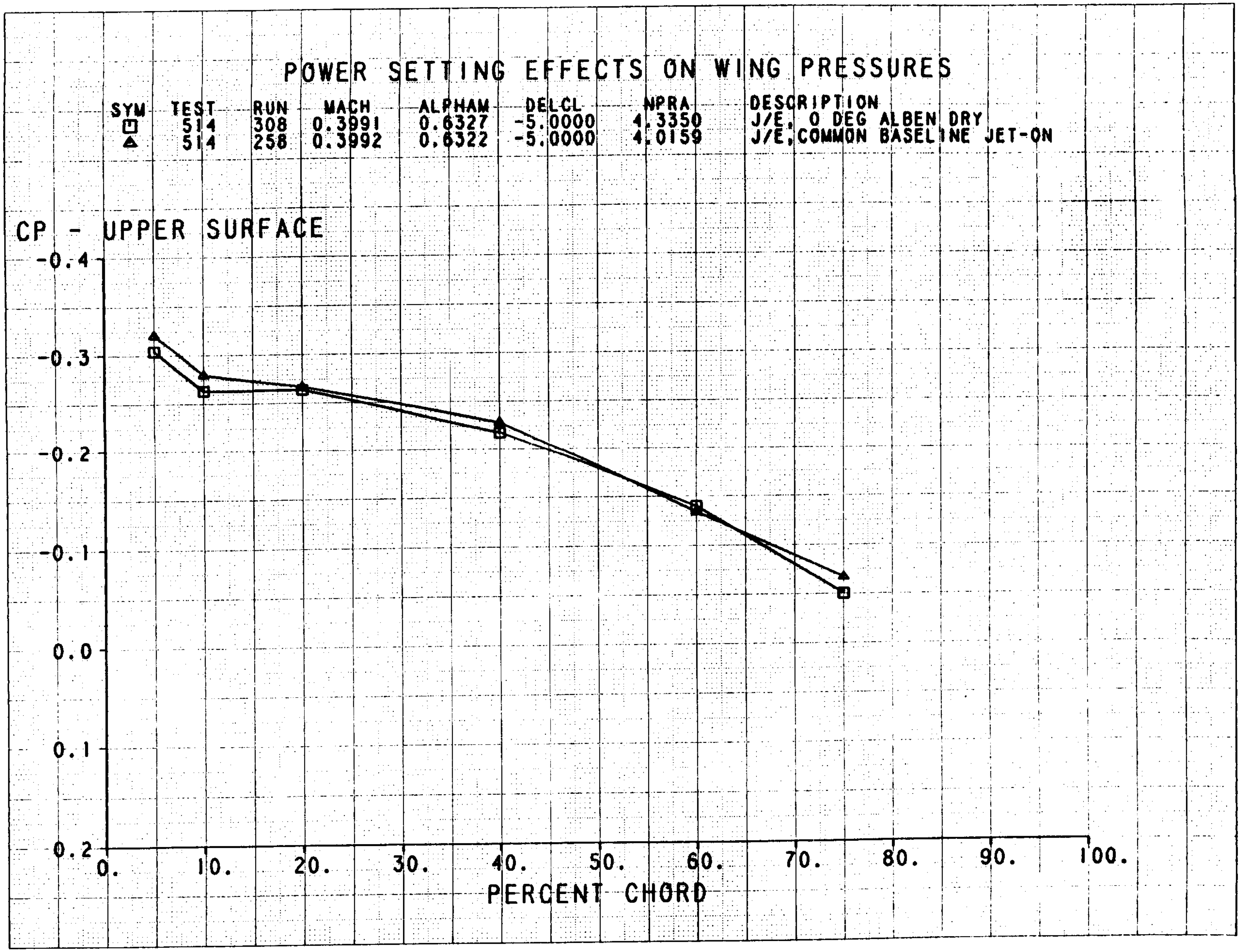
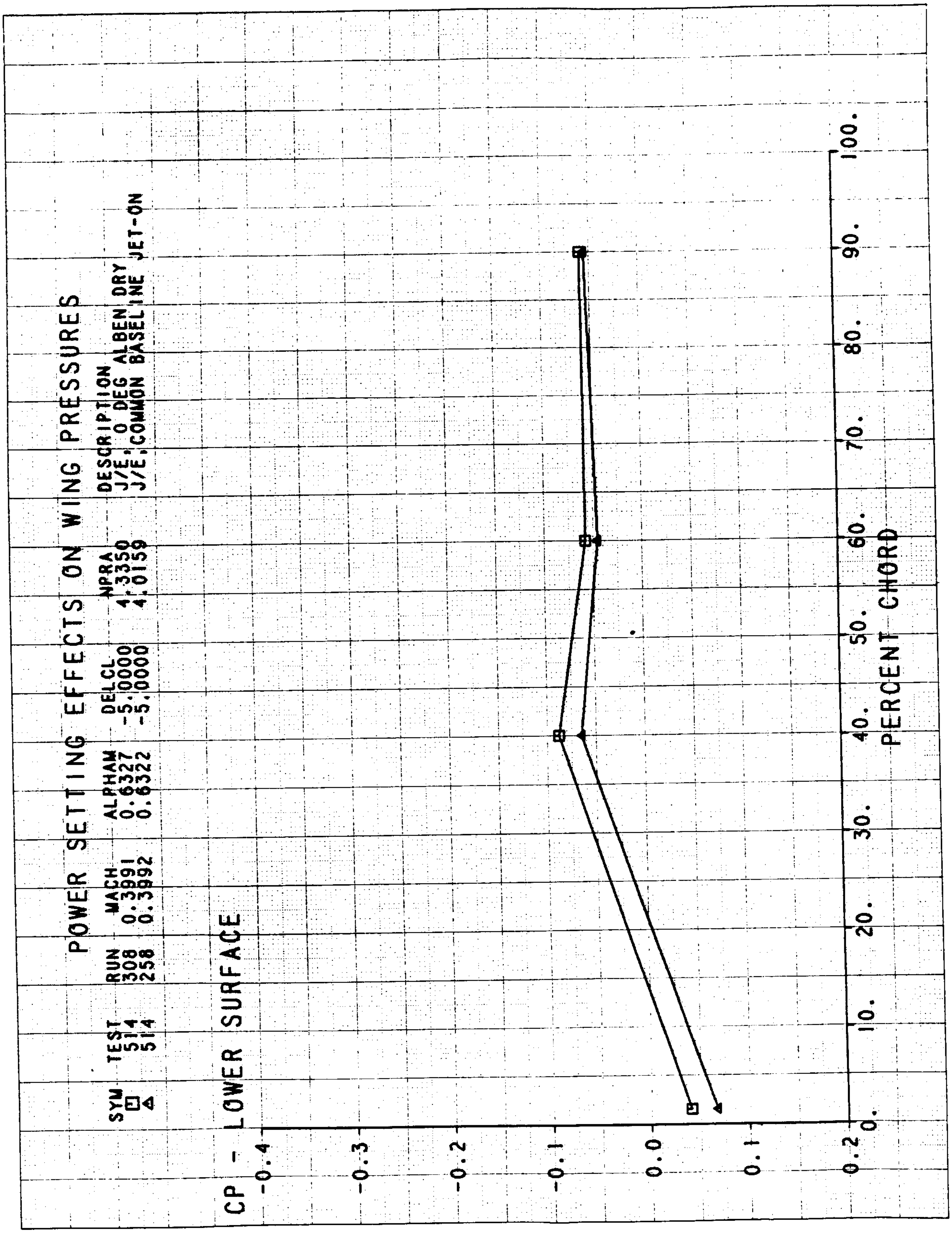
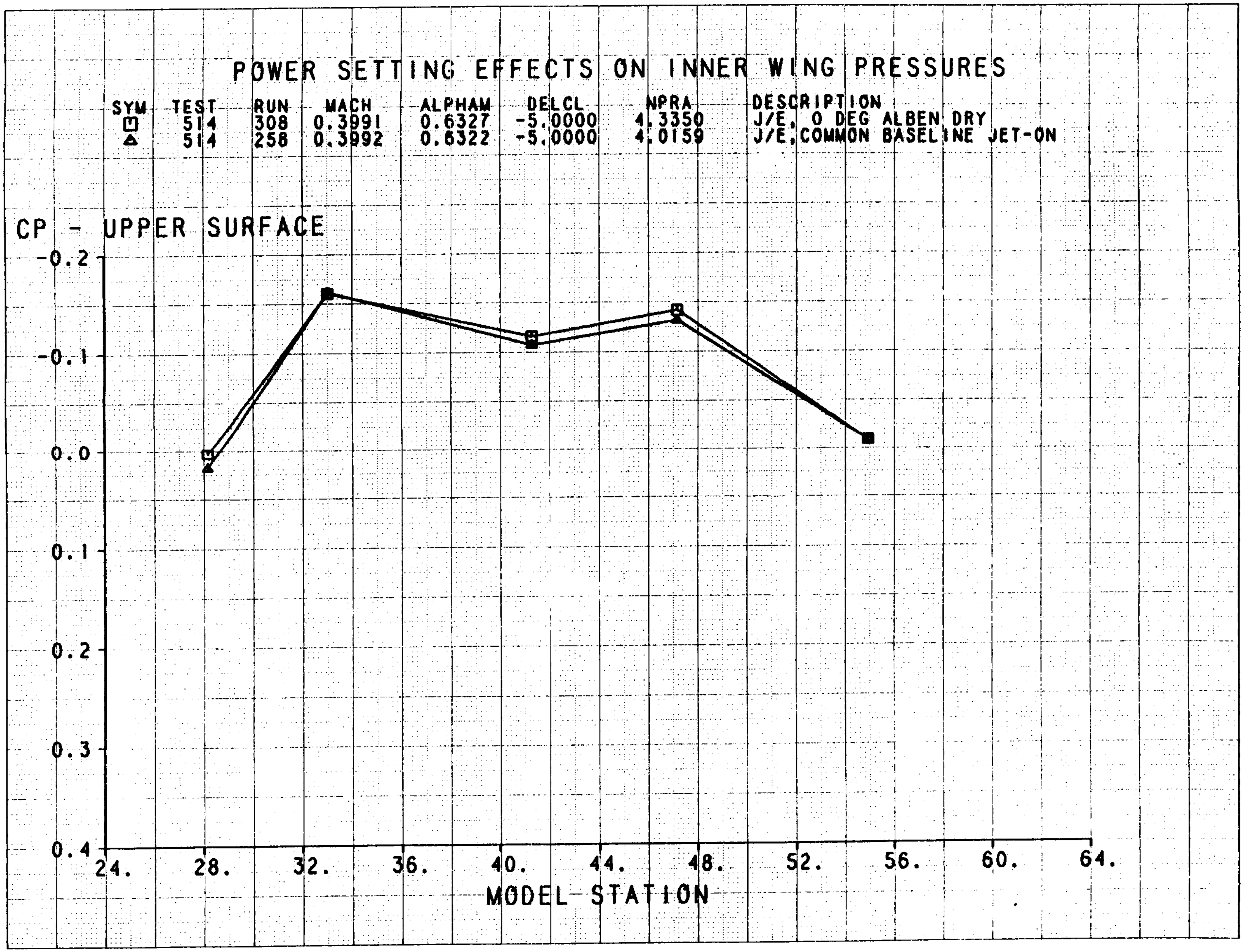
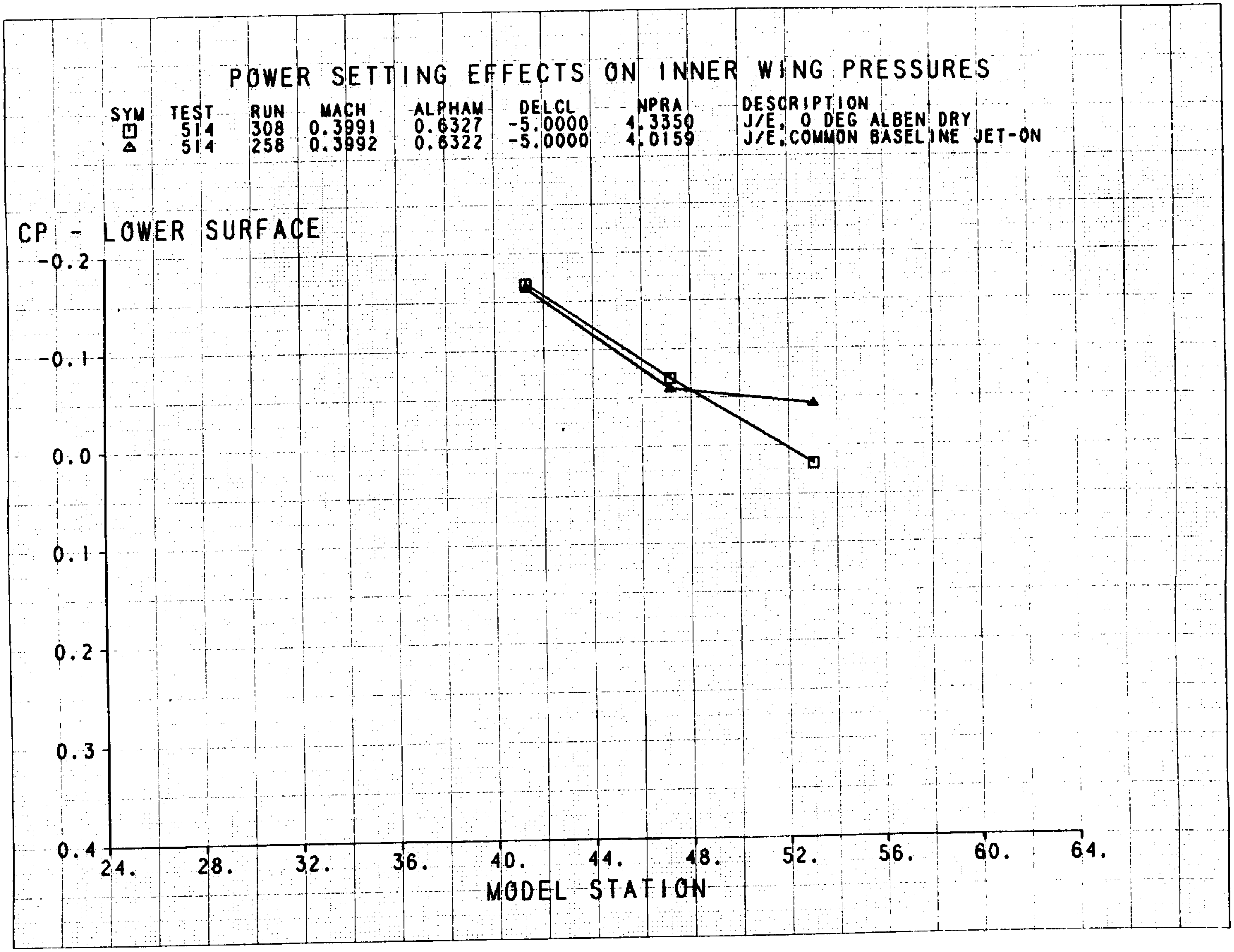
60.
64.
MODEL STATION



POWER SETTING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 308 0.3991 0.6327 -5.0000 4.3350 J/E, 0 DEG ALBEN DRY
△ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E, COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


POWER SETTING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 308 0.3991 0.6327 -5.0000 4.3350 J/E, 0 DEG ALBEN DRY
△ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E, COMMON BASELINE JET-ON
LOWER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


POWER SETTING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 308 0.3991 0.6327 -5.0000 4.3350 J/E, 0 DEG ALBEN DRY
△ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E, COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


POWER SETTING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 308 0.3991 0.6327 -5.0000 4.3350 J/E, 0 DEG ALBEN DRY
△ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E, COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
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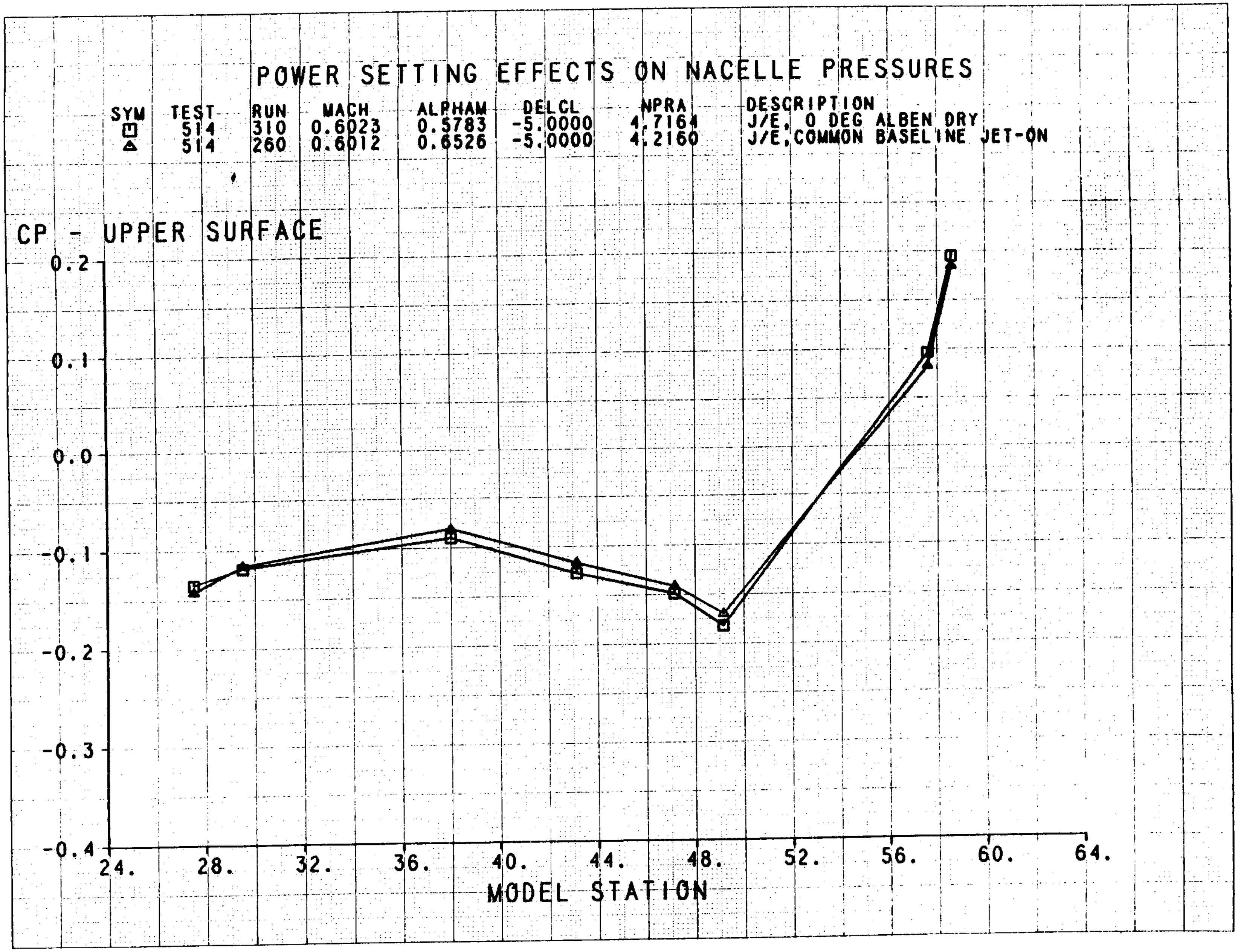
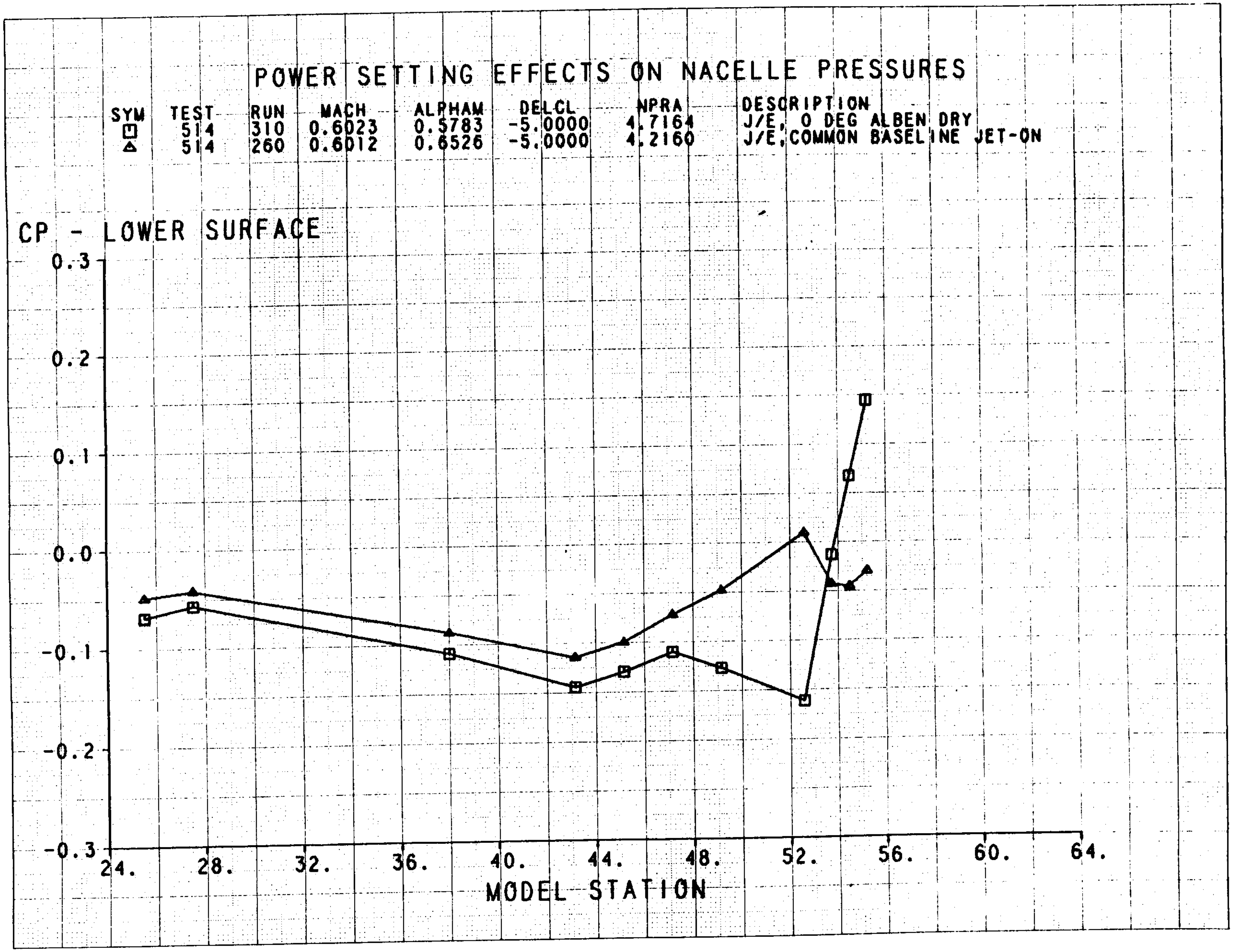
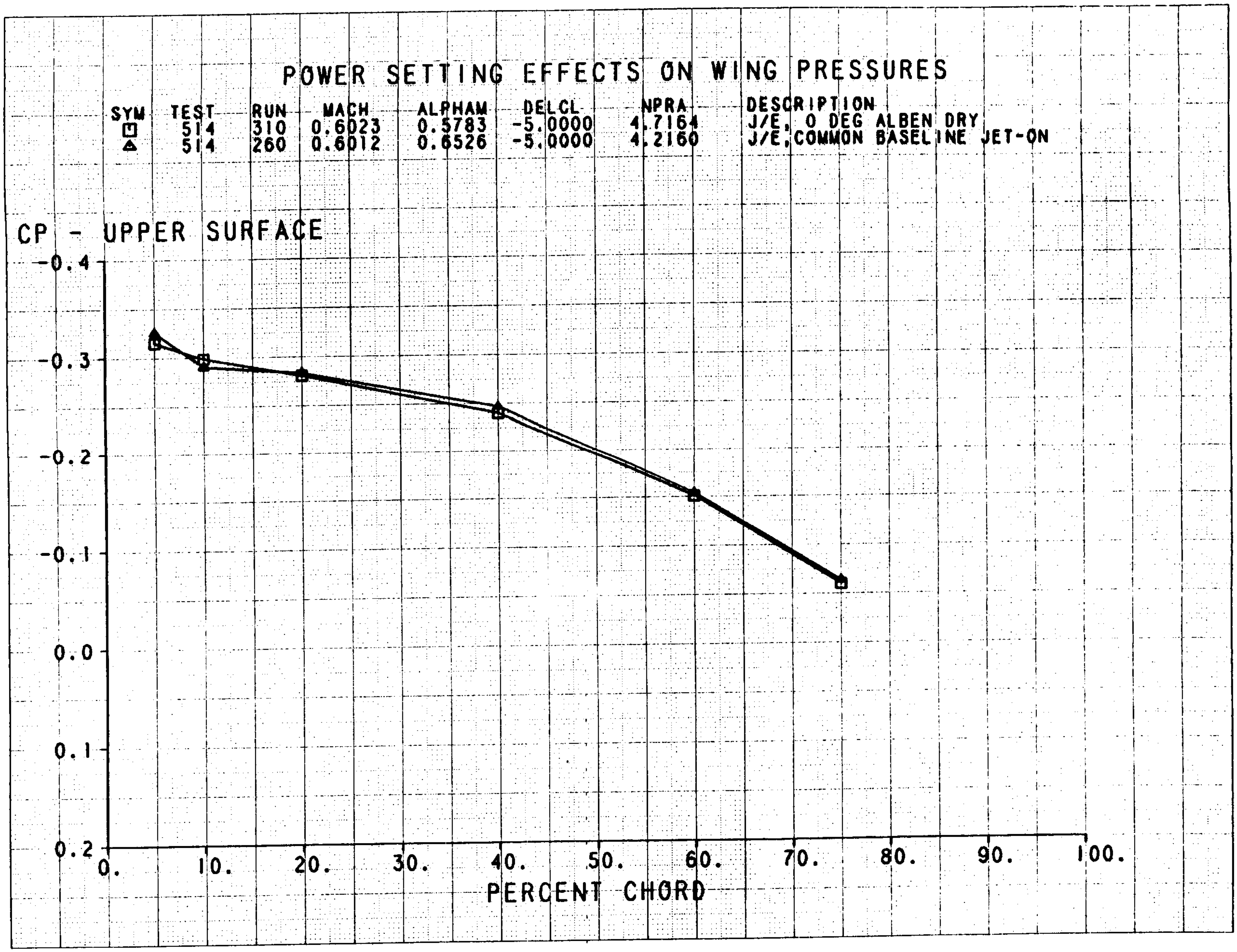
MODEL STATION



POWER SETTING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
△ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


POWER SETTING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
△ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E, COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


POWER SETTING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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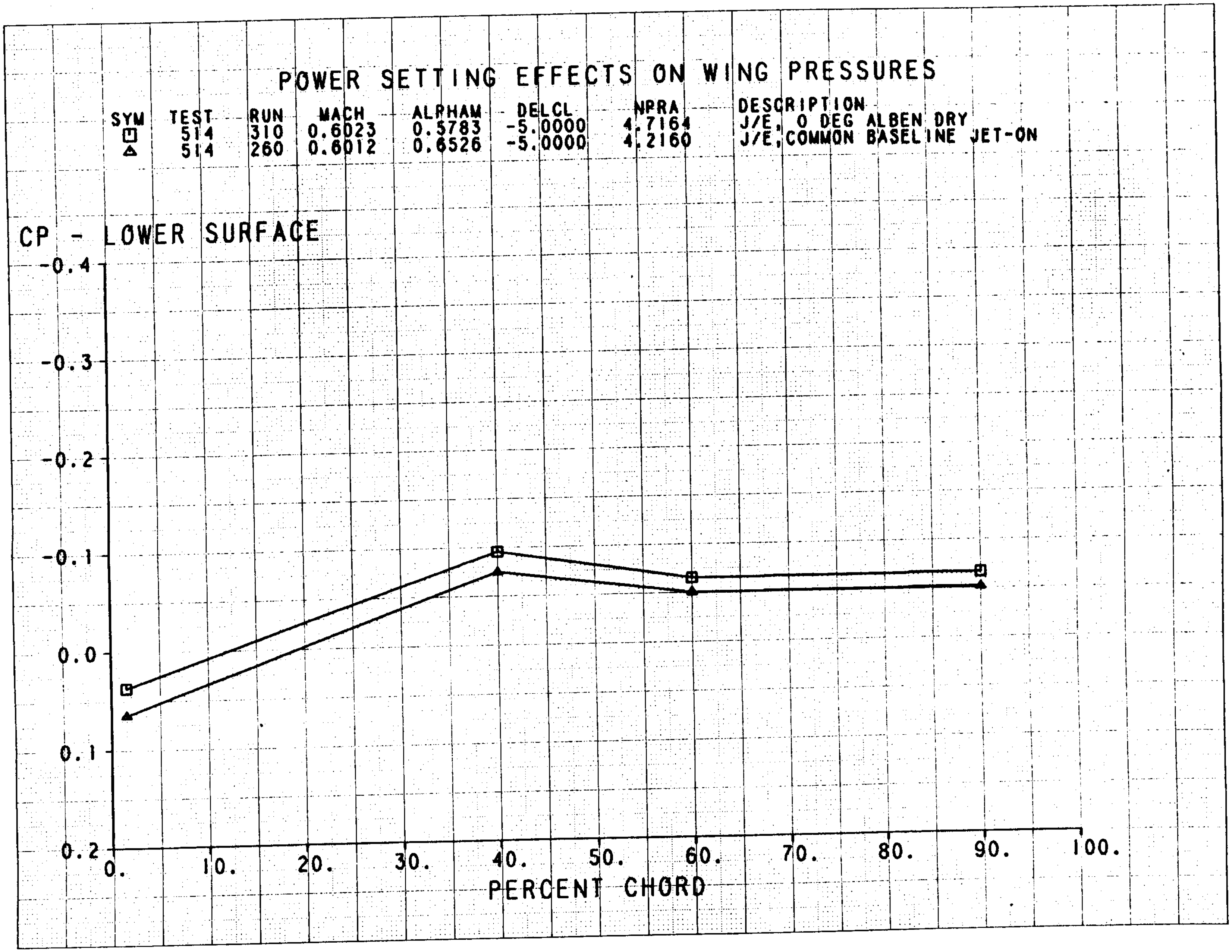
△ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


POWER SETTING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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△ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E, COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
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10.
20.
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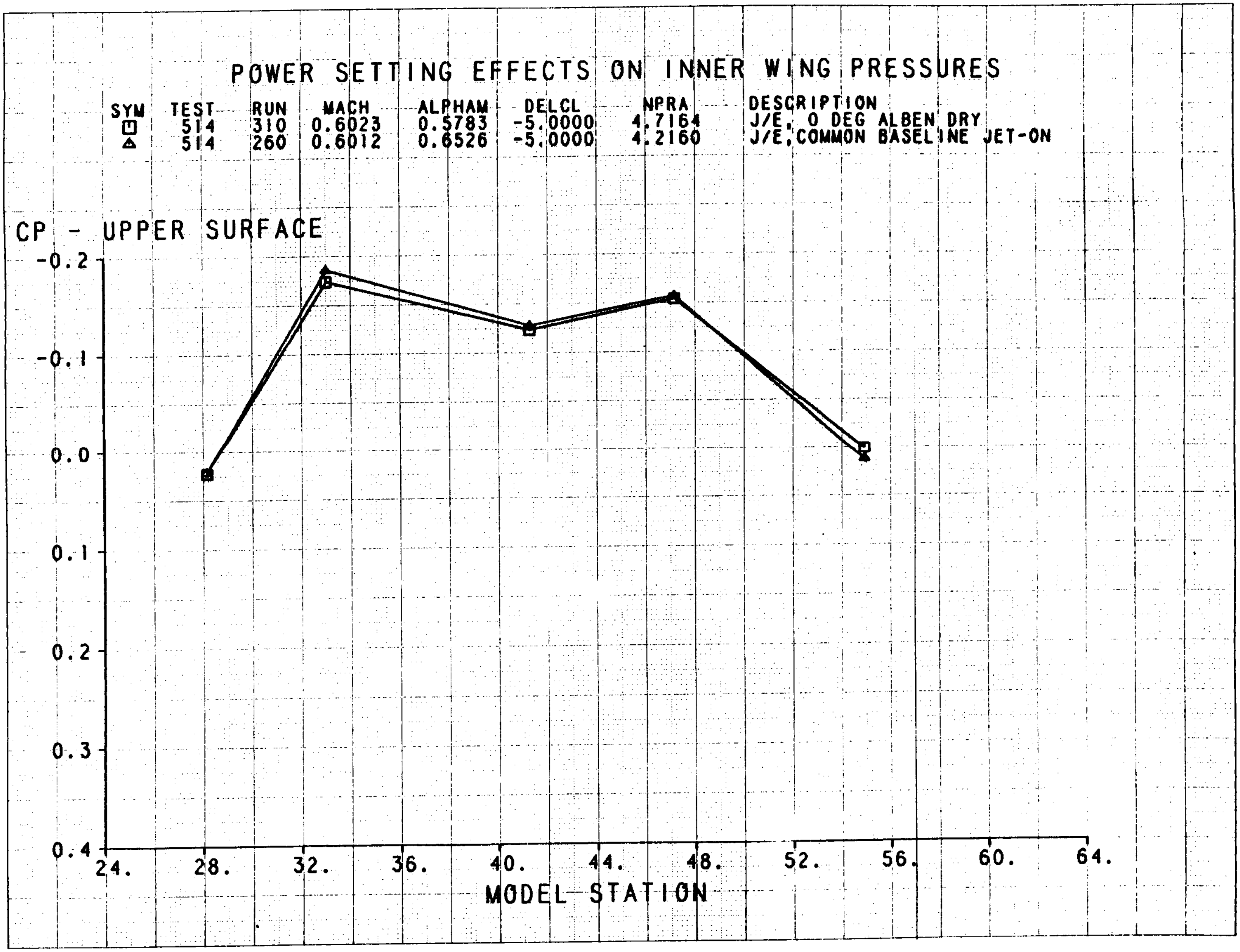
70.
80.
90.
100.
PERCENT CHORD


POWER SETTING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
△ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
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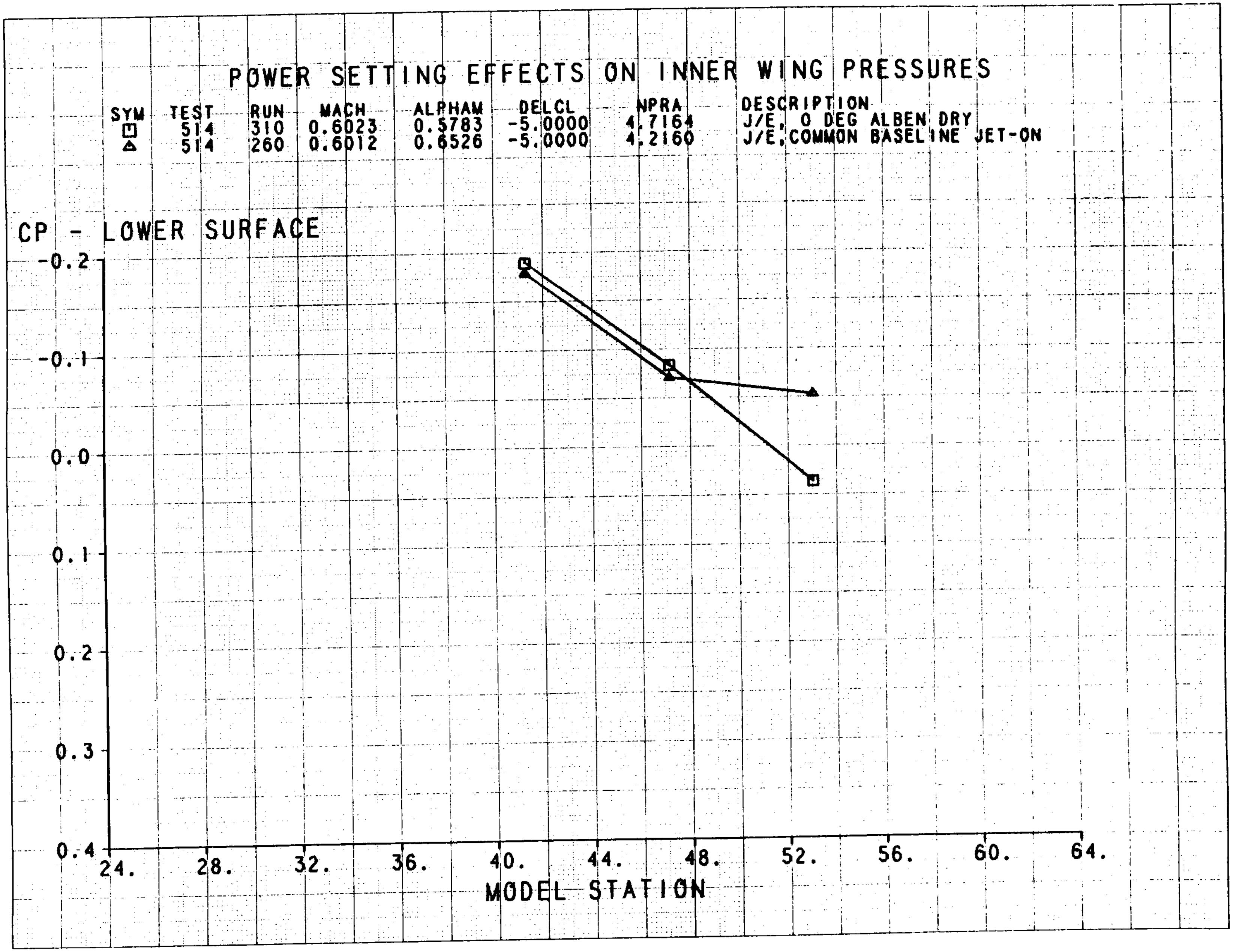
60.
64.
MODEL STATION


POWER SETTING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 310 0.6023 0.5783 -5.0000 4.7164 J/E, 0 DEG ALBEN DRY
△ 514 260 0.6012 0.6526 -5.0000 4.2160 J/E, COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
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60.
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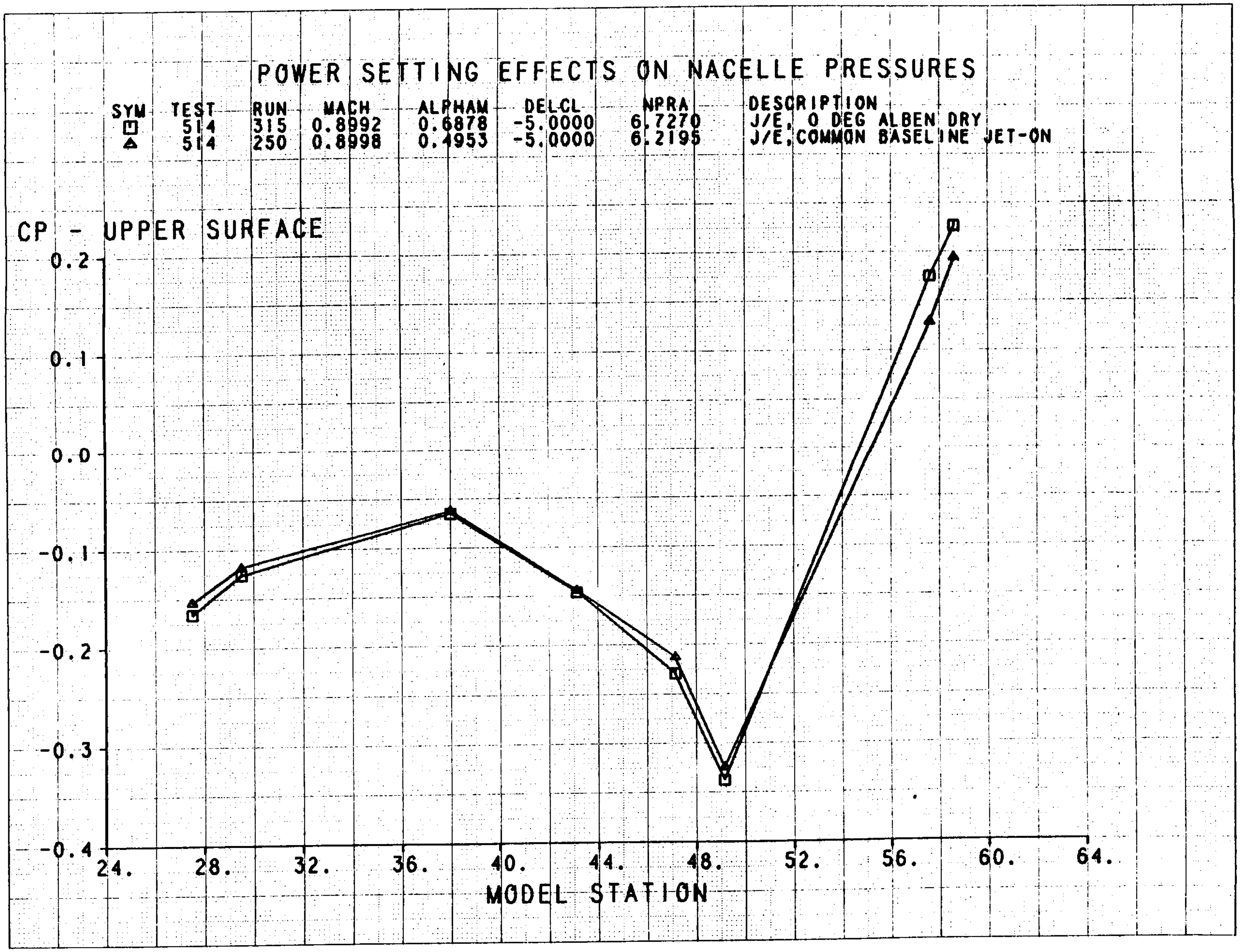
MODEL STATION


POWER SETTING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E, COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
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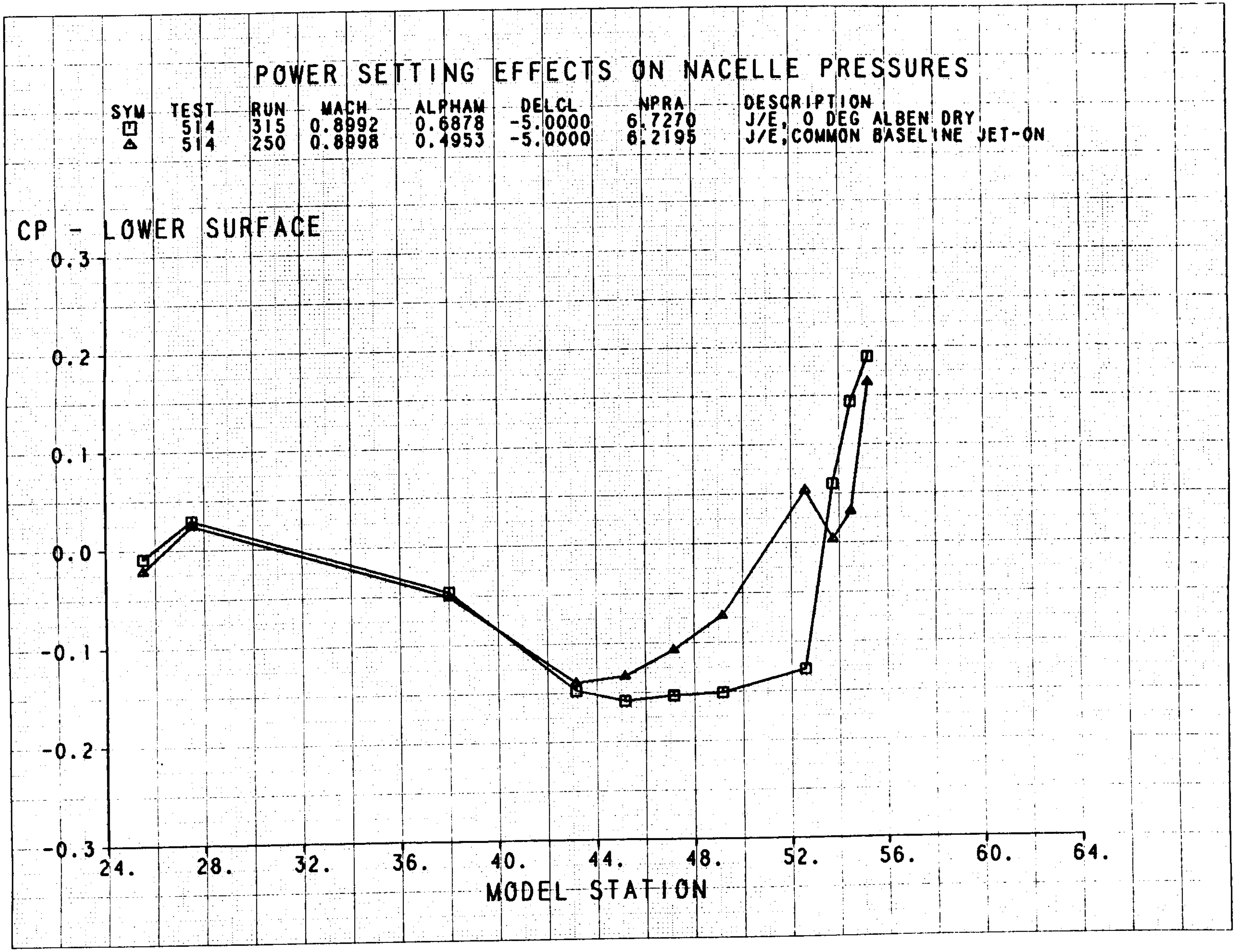
52.
56.
60.
64.
MODEL STATION


POWER SETTING EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E, COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
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52.
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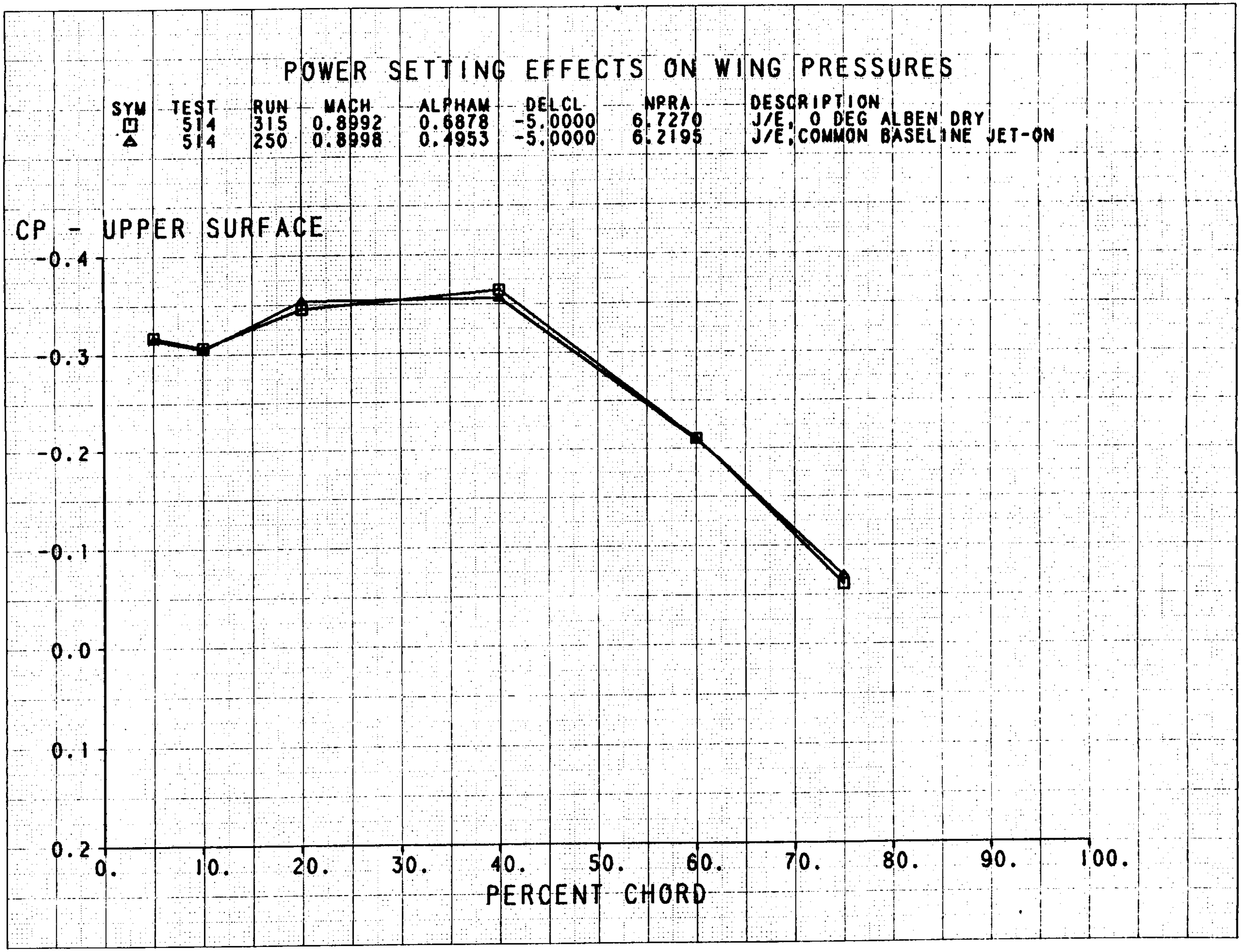
60.
64.
MODEL STATION


POWER SETTING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E, COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
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50.
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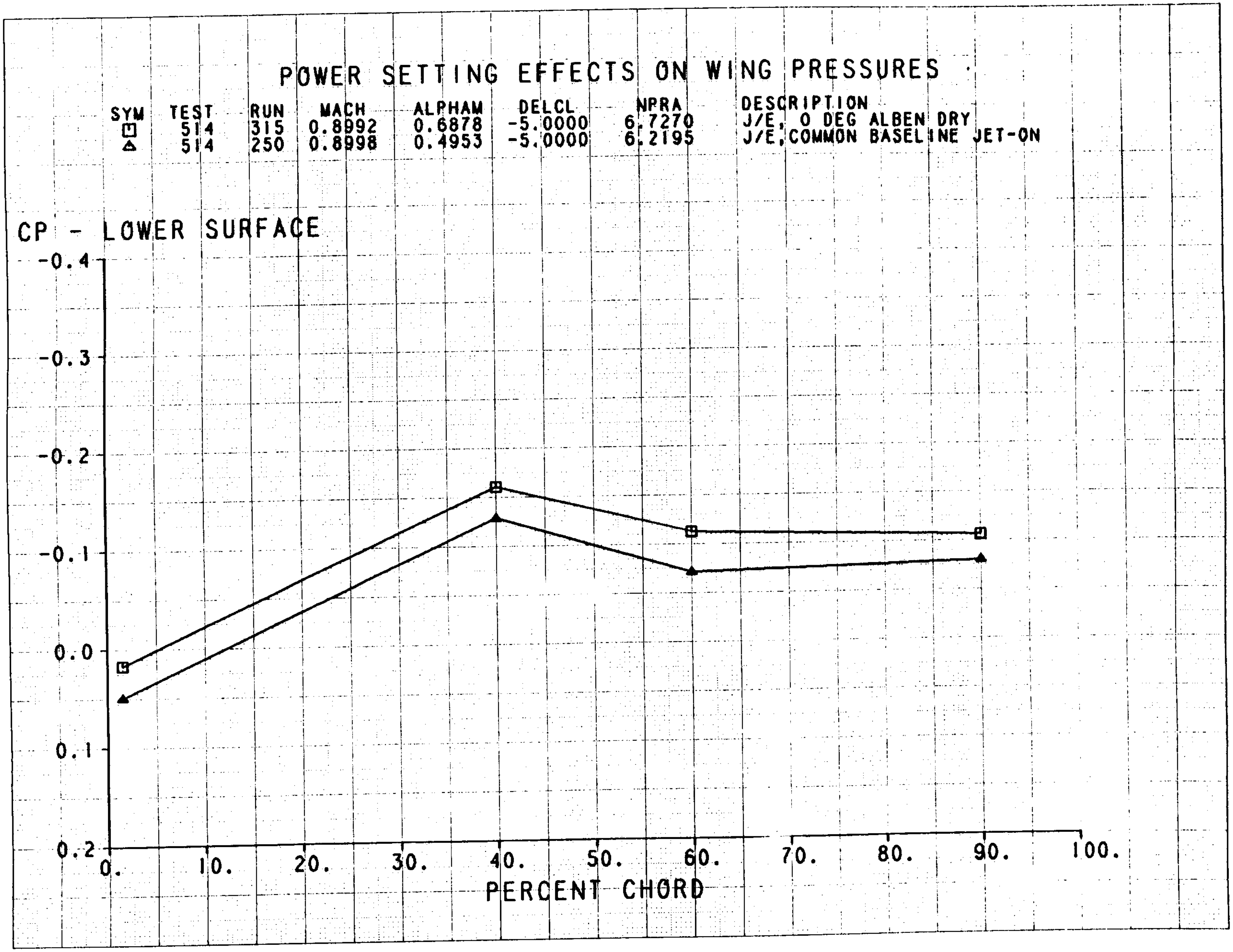
70.
80.
90.
100.
PERCENT CHORD


POWER SETTING EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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△ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E, COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
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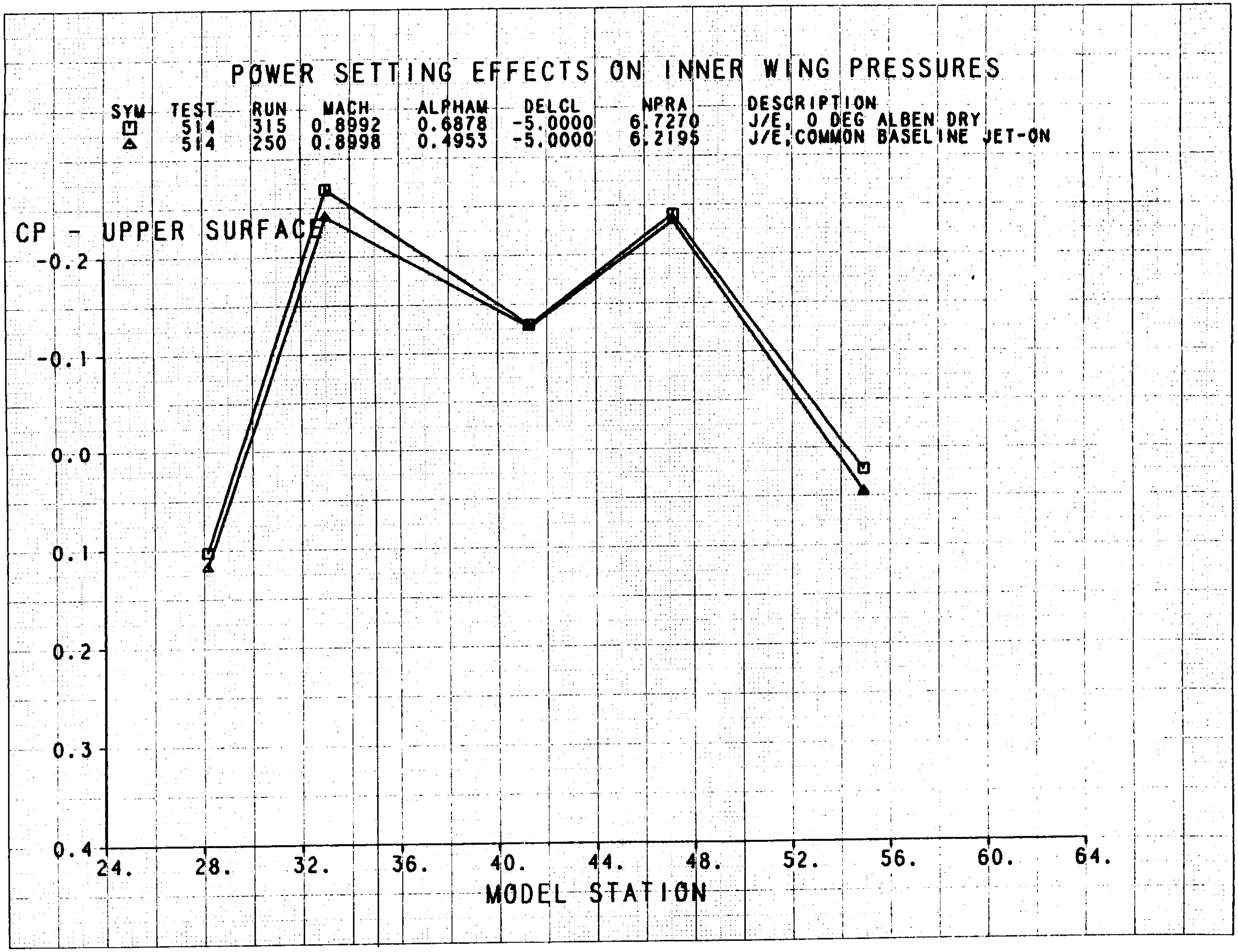
100.
PERCENT CHORD



POWER SETTING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E, COMMON BASELINE JET-ON
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
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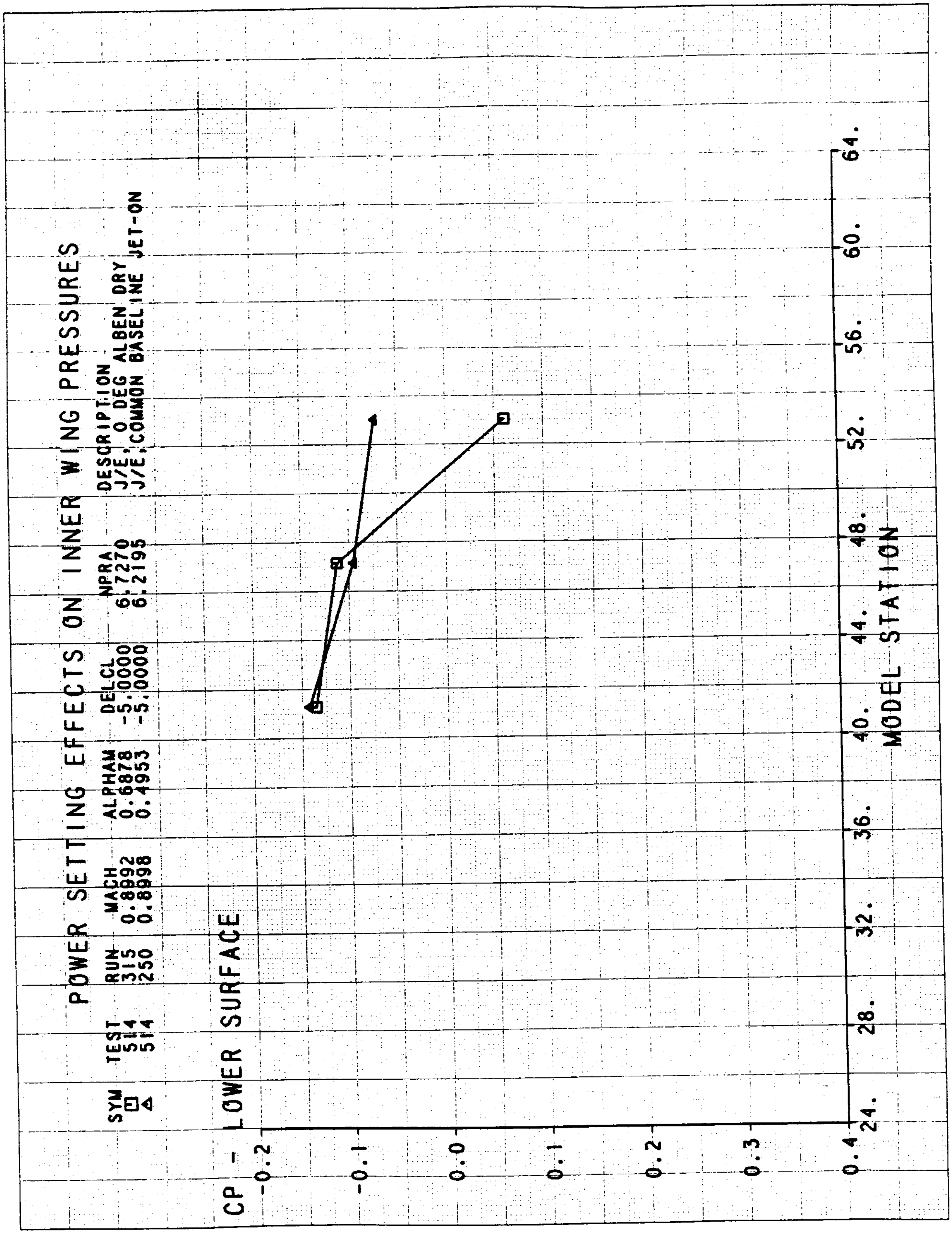
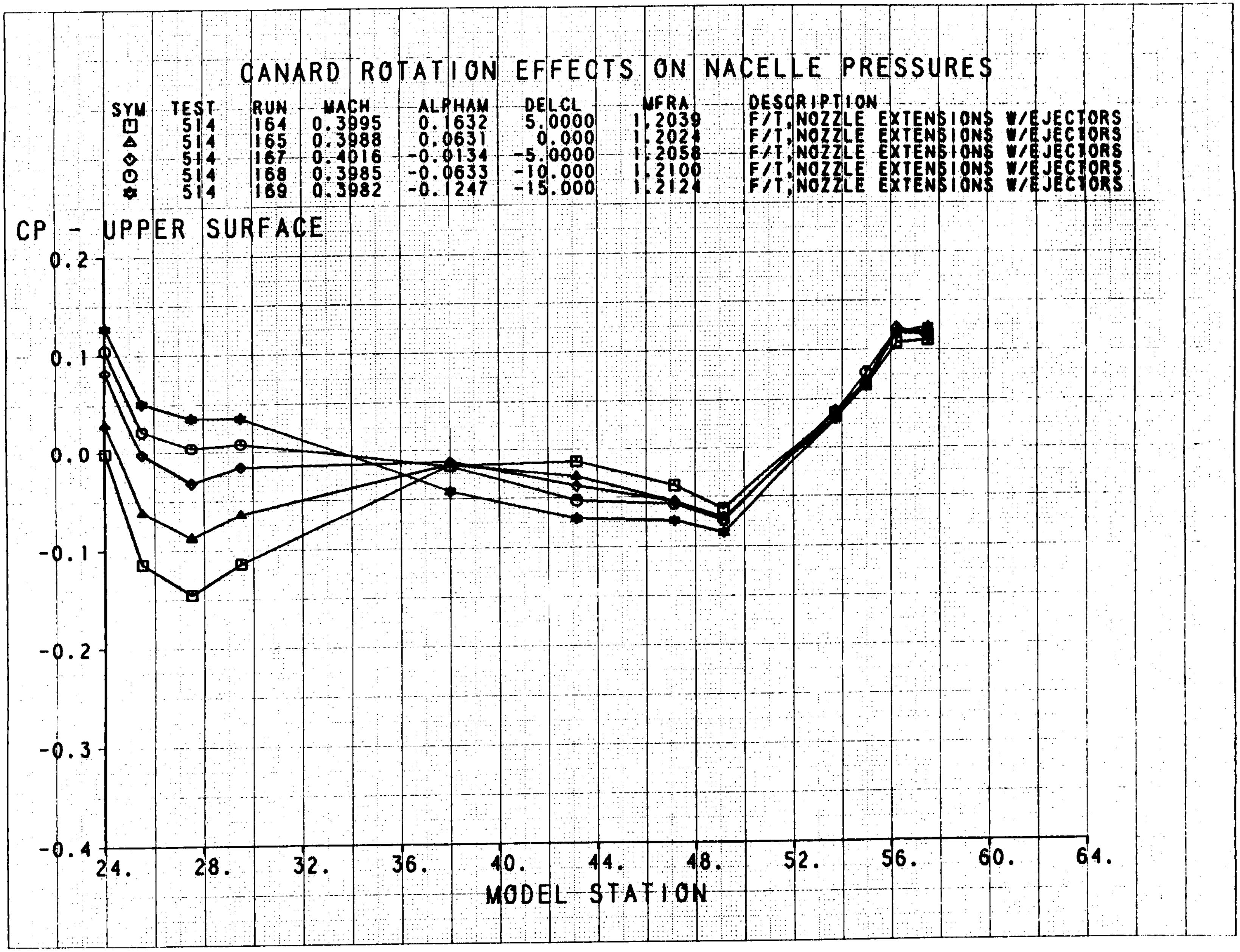
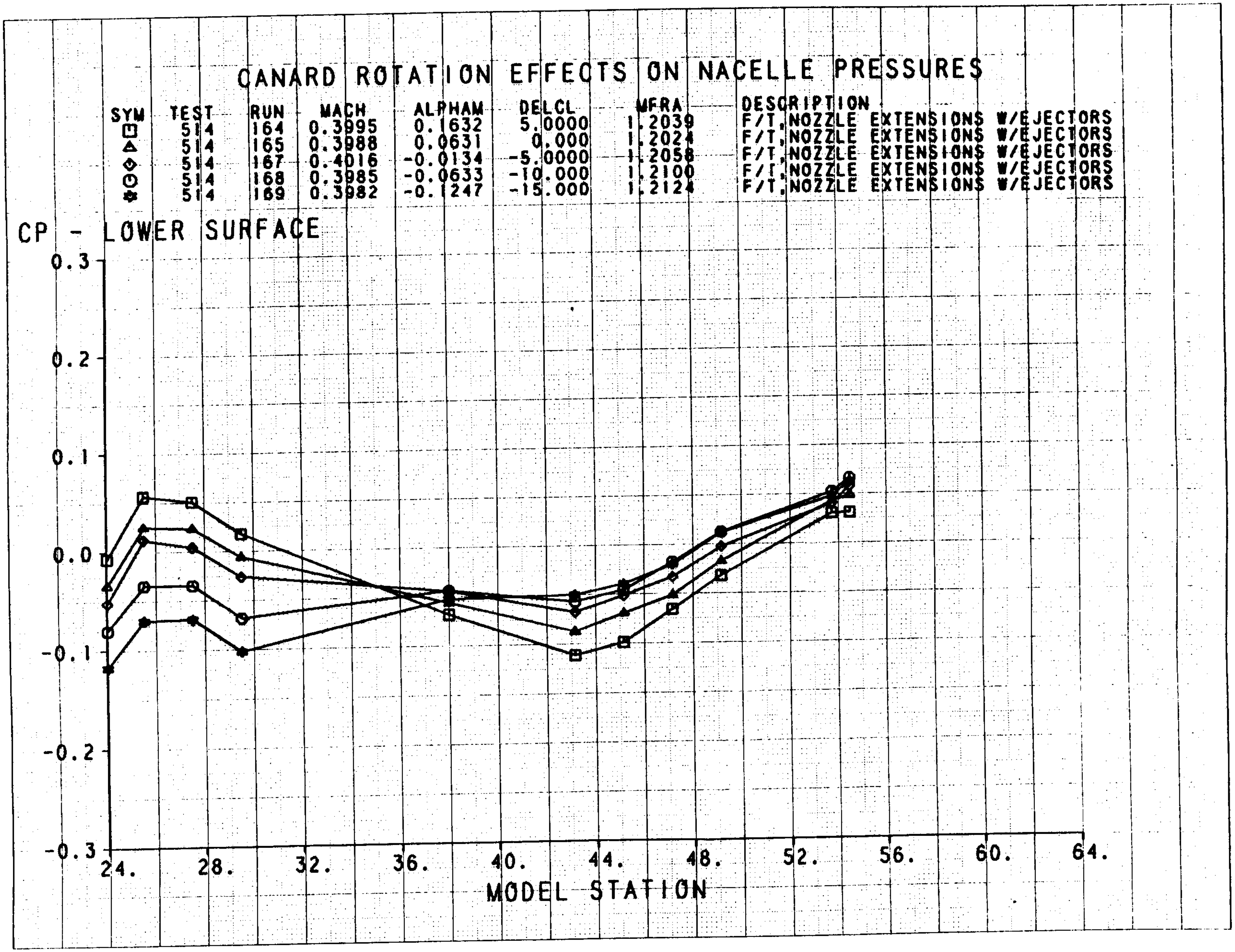
60.
64.
MODEL STATION

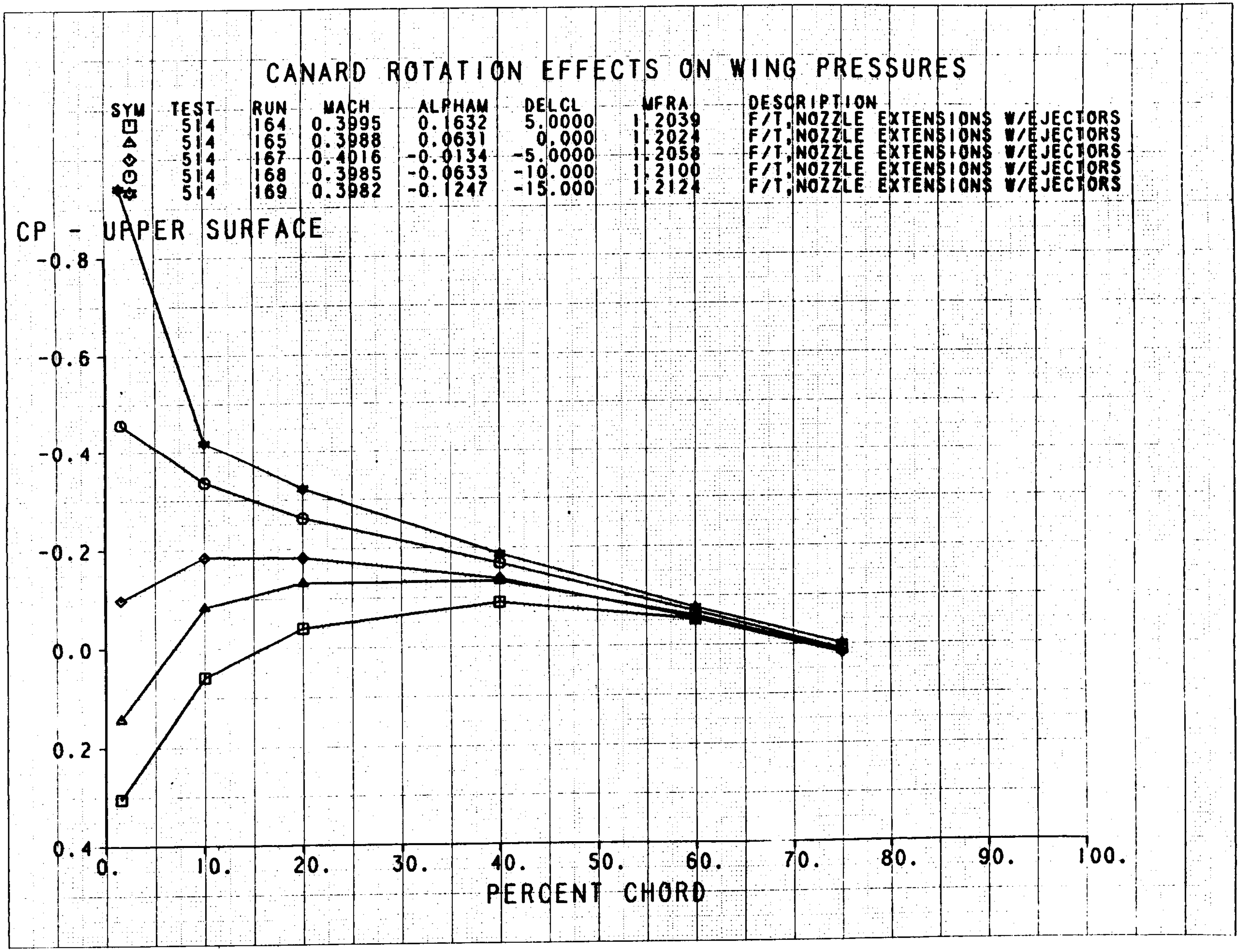


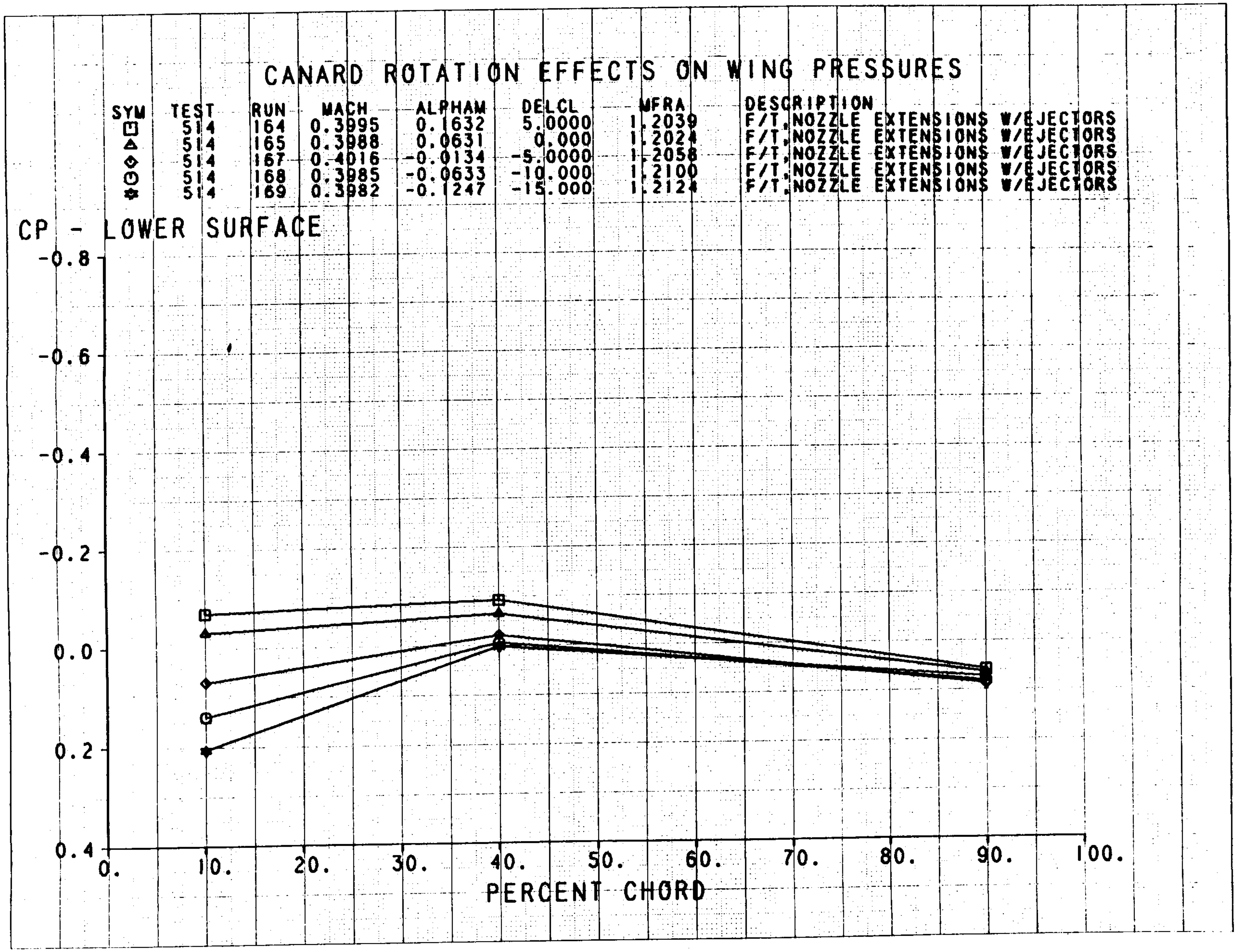
POWER SETTING EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 250 0.8998 0.4953 -5.0000 6.2195 J/E, COMMON BASELINE JET-ON
LOWER SURFACE
CP
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 164 0.3995 0.1632 5.0000 1.2039 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 165 0.3988 0.0631 0.000 1.2024 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 167 0.4016 -0.0134 -5.0000 1.2058 F/T,NOZZLE EXTENSIONS W/EJECTORS
⊙ 514 168 0.3985 -0.0633 -10.000 1.2100 F/T,NOZZLE EXTENSIONS W/EJECTORS
✲ 514 169 0.3982 -0.1247 -15.000 1.2124 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64.
MODEL STATION

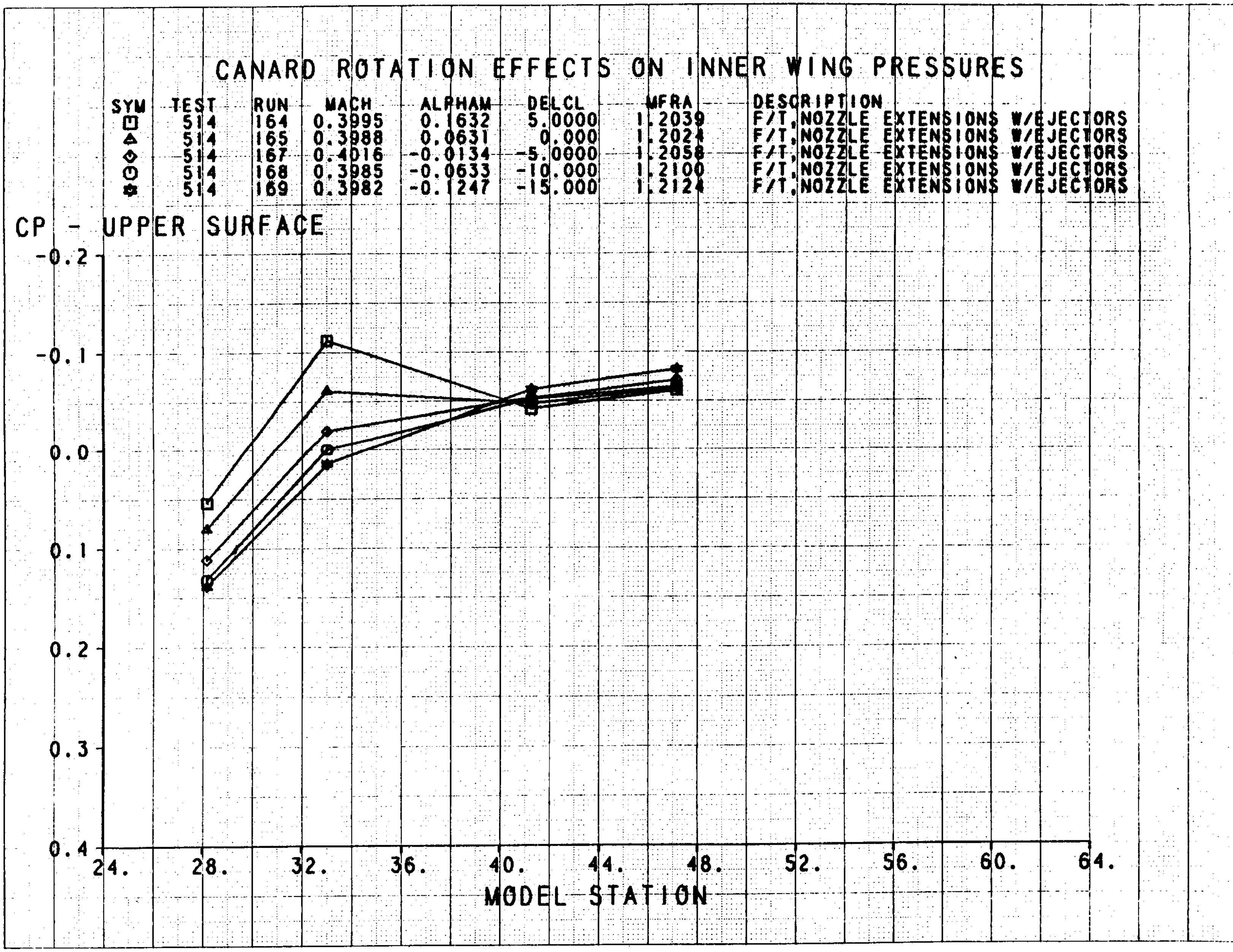


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 164 0.3995 0.1632 5.0000 1.2039 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 165 0.3988 0.0631 0.000 1.2024 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 167 0.4016 -0.0134 -5.0000 1.2058 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 168 0.3985 -0.0633 -10.000 1.2100 F/T,NOZZLE EXTENSIONS W/EJECTORS
✱ 514 169 0.3982 -0.1247 -15.000 1.2124 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 164 0.3995 0.1632 5.0000 1.2039 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 165 0.3988 0.0631 0.000 1.2024 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 -0.0134 -5.0000 1.2058 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 168 0.3985 -0.0633 -10.000 1.2100 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 169 0.3982 -0.1247 -15.000 1.2124 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 164 0.3995 0.1632 5.0000 1.2039 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 165 0.3988 0.0631 0.000 1.2024 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 167 0.4016 -0.0134 -5.0000 1.2058 F/T,NOZZLE EXTENSIONS W/EJECTORS
⊙ 514 168 0.3985 -0.0633 -10.000 1.2100 F/T,NOZZLE EXTENSIONS W/EJECTORS
✡ 514 169 0.3982 -0.1247 -15.000 1.2124 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 165 0.3988 0.0631 0.000 1.2024 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 -0.0134 -5.0000 1.2058 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 168 0.3985 -0.0633 -10.000 1.2100 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 169 0.3982 -0.1247 -15.000 1.2124 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
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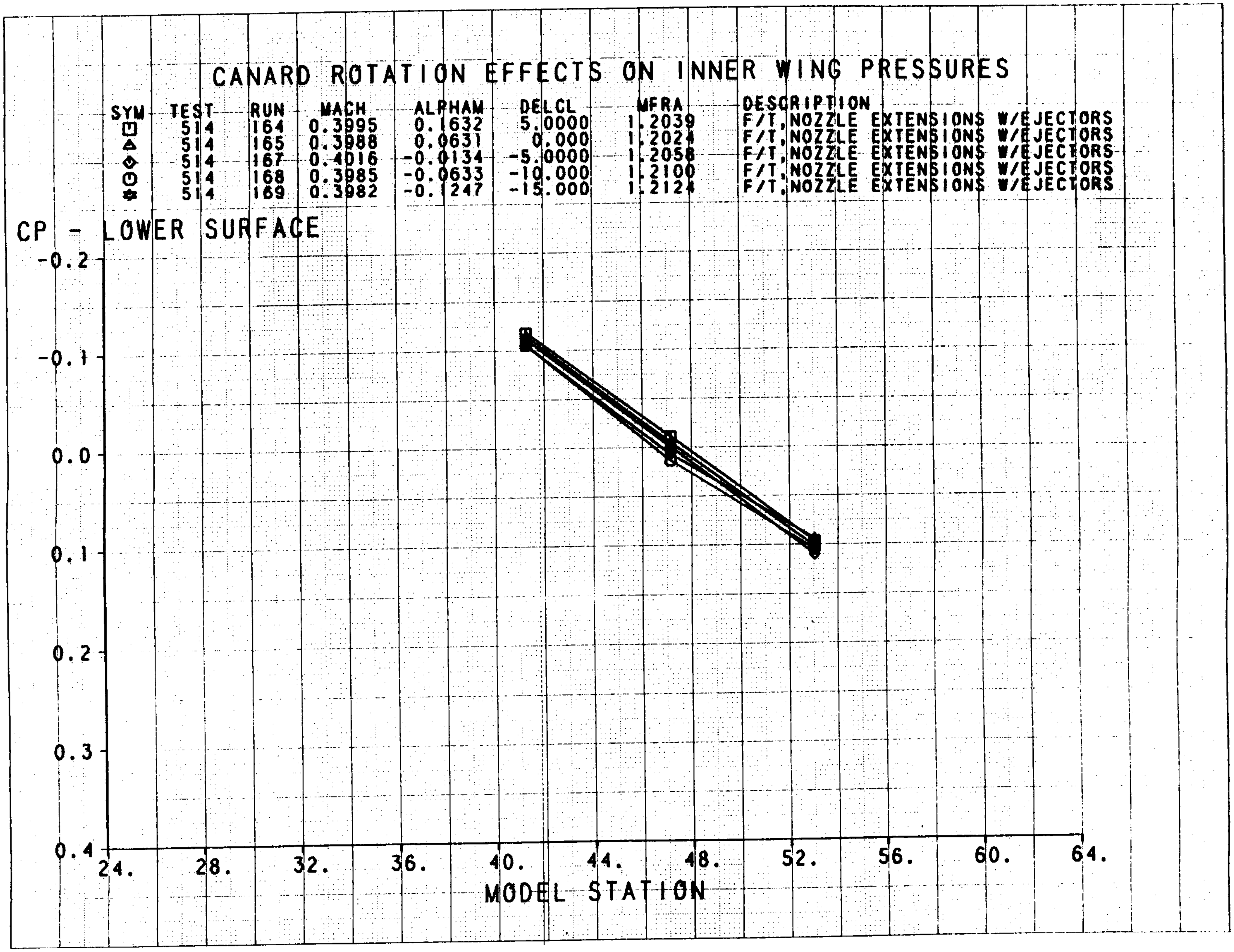
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 165 0.3988 0.0631 0.000 1.2024 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 -0.0134 -5.0000 1.2058 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 168 0.3985 -0.0633 -10.000 1.2100 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 169 0.3982 -0.1247 -15.000 1.2124 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
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32.
36.
40.
44.
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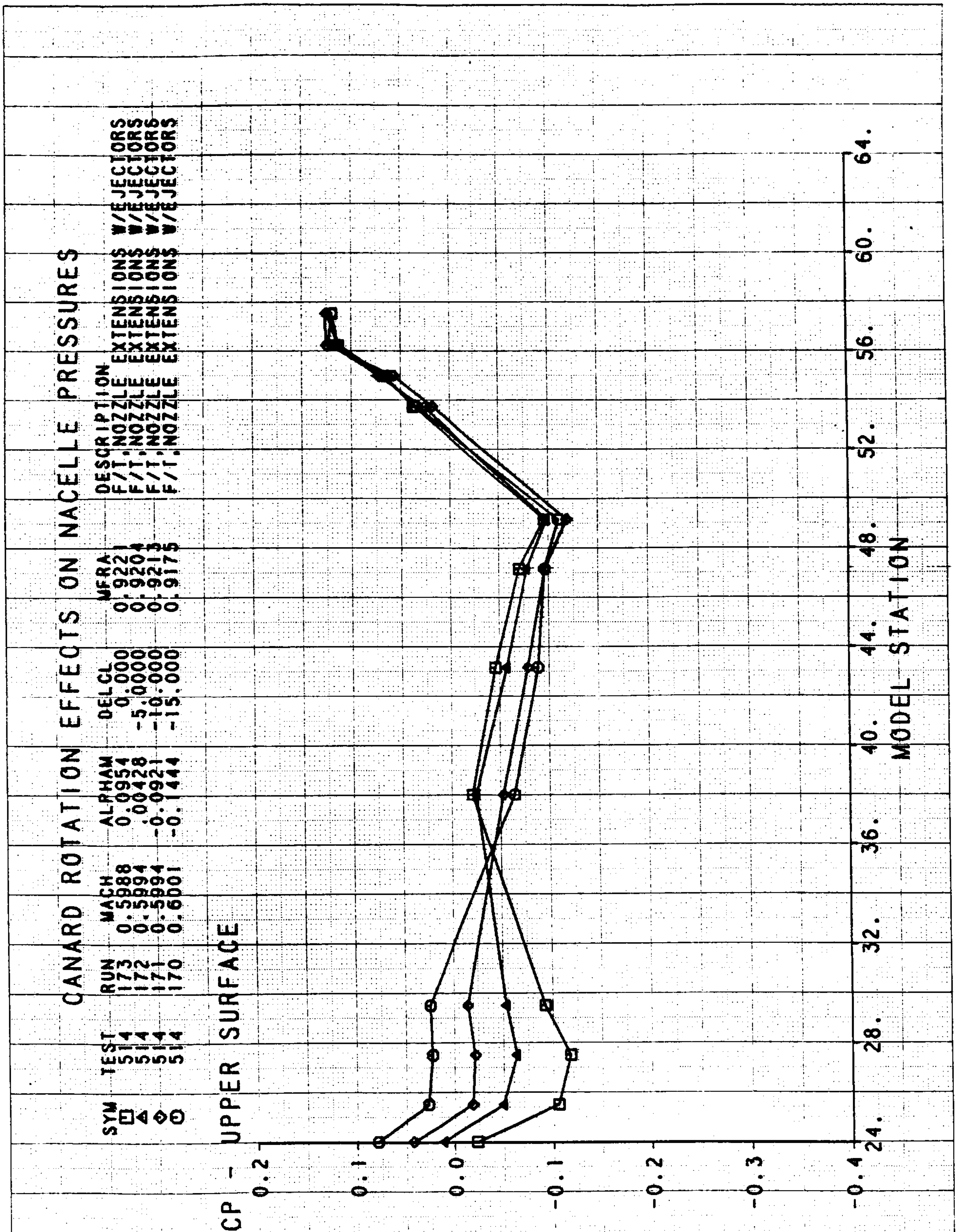
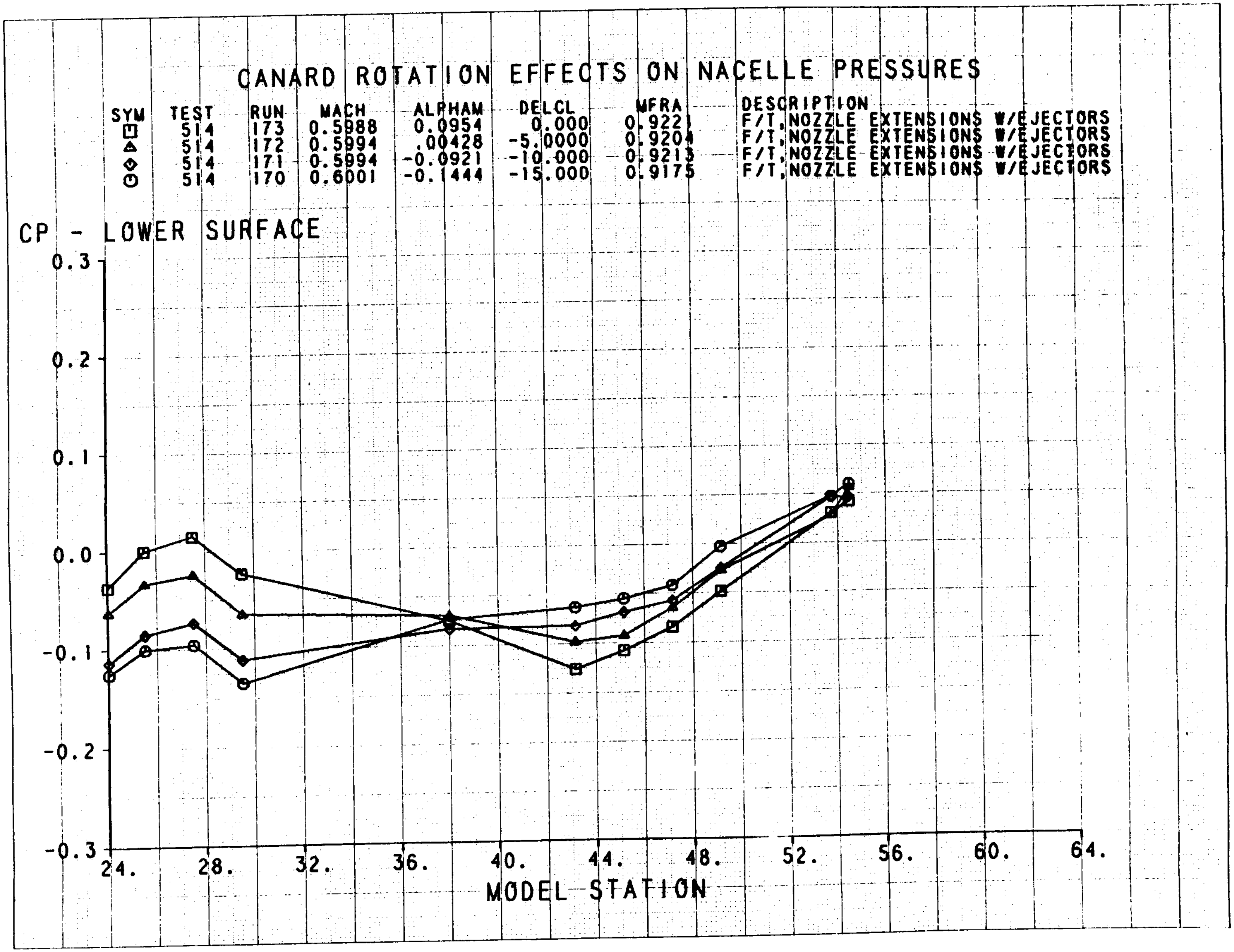
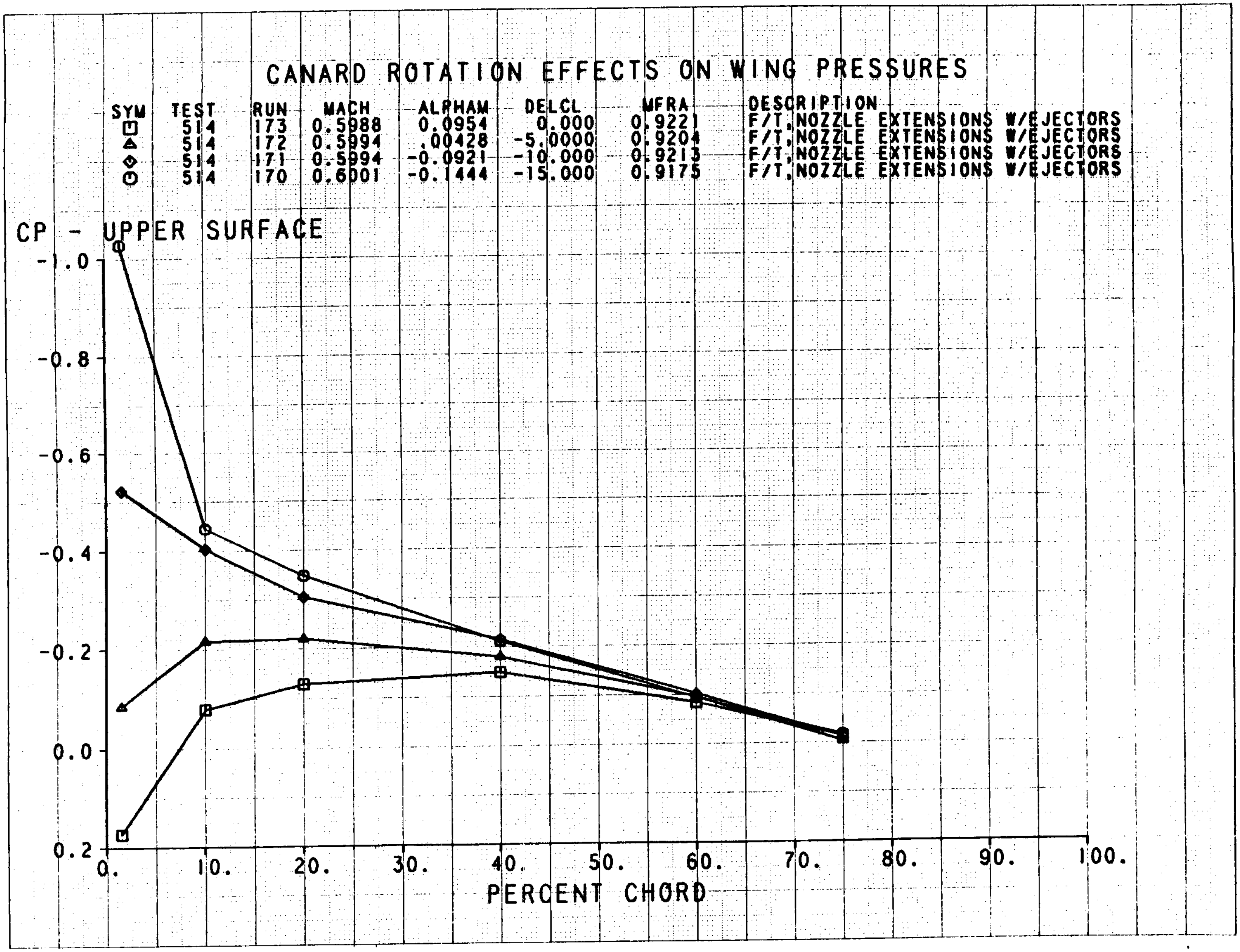
52.
56.
60.
64.
MODEL STATION

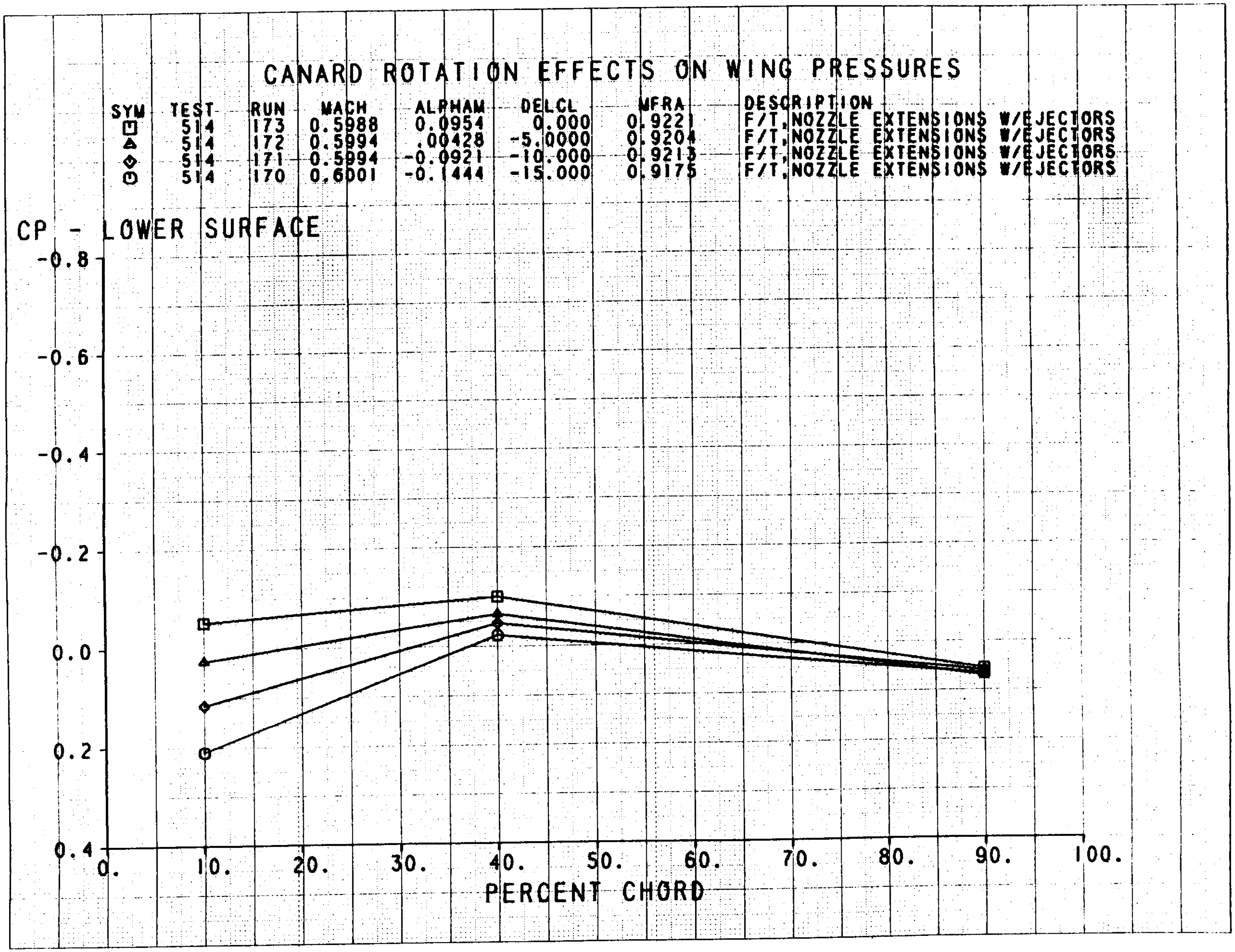


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 173 0.5988 0.0954 0.000 0.9221 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 172 0.5994 0.00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 171 0.5994 -0.0921 -10.000 0.9213 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 170 0.6001 -0.1444 -15.000 0.9175 F/T,NOZZLE EXTENSIONS W/EJECTORS
UPPER SURFACE
CP
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

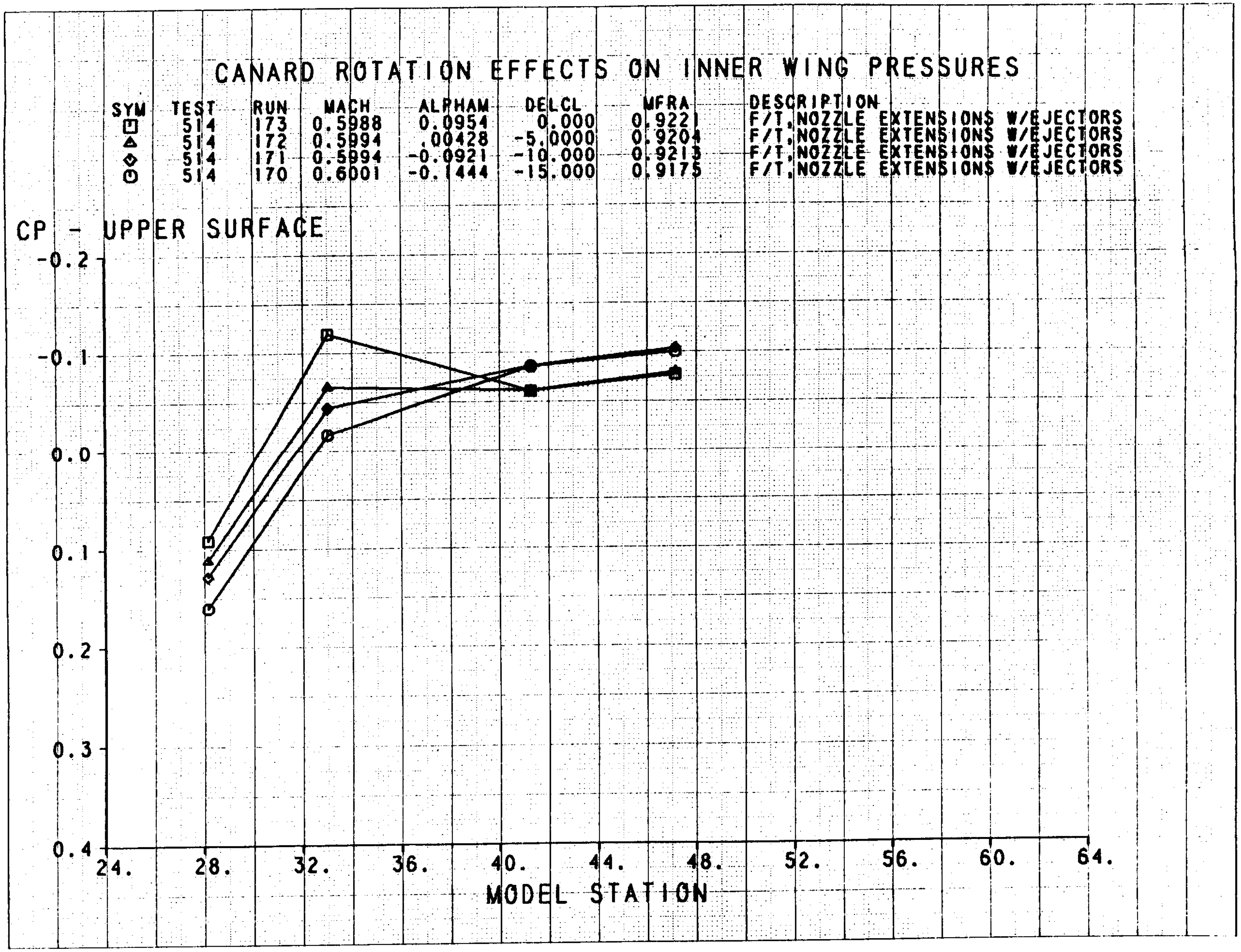


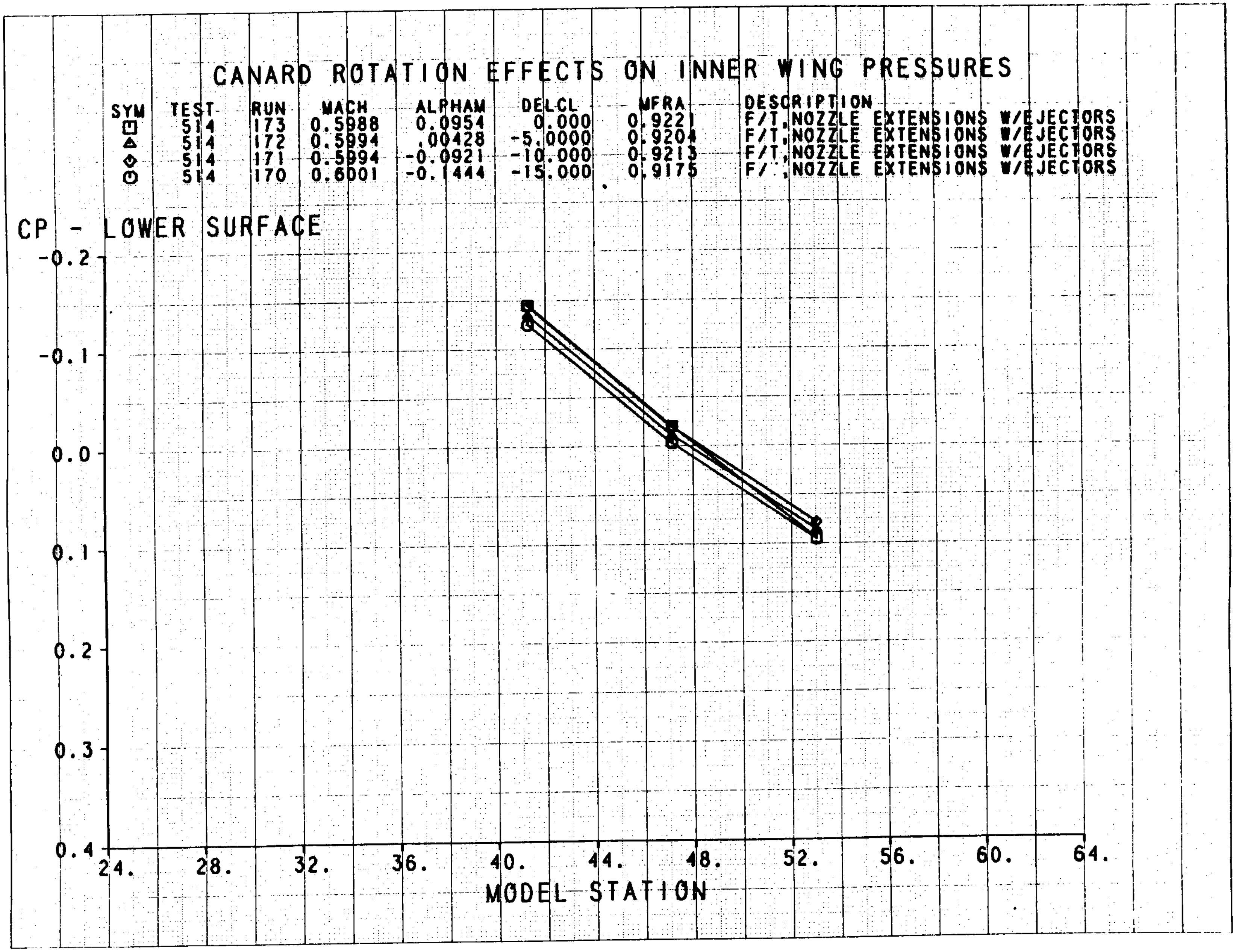
CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 173 0.5988 0.0954 0.000 0.9221 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 171 0.5994 -0.0921 -10.000 0.9213 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 170 0.6001 -0.1444 -15.000 0.9175 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 173 0.5988 0.0954 0.000 0.9221 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 171 0.5994 -0.0921 -10.000 0.9213 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 170 0.6001 -0.1444 -15.000 0.9175 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

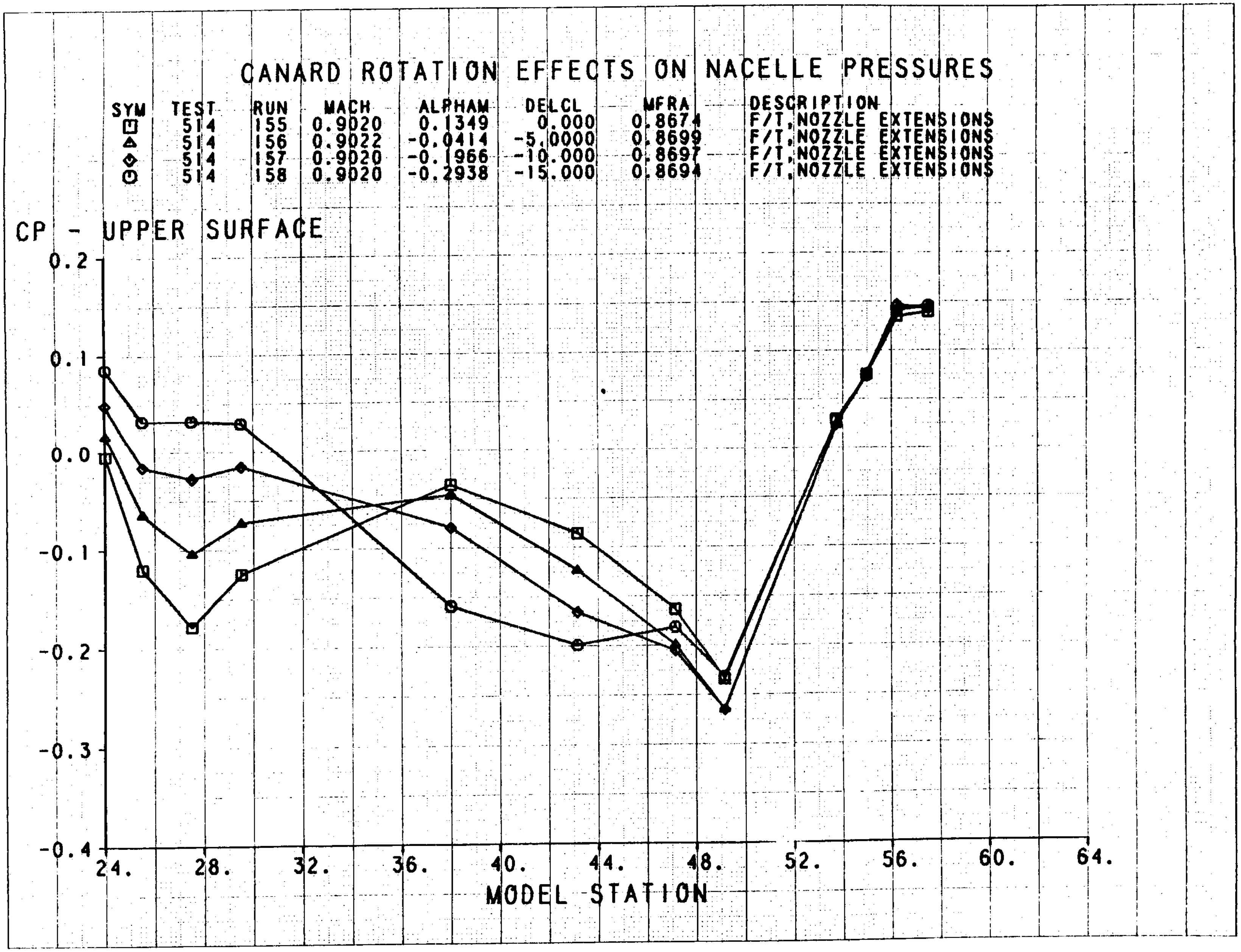


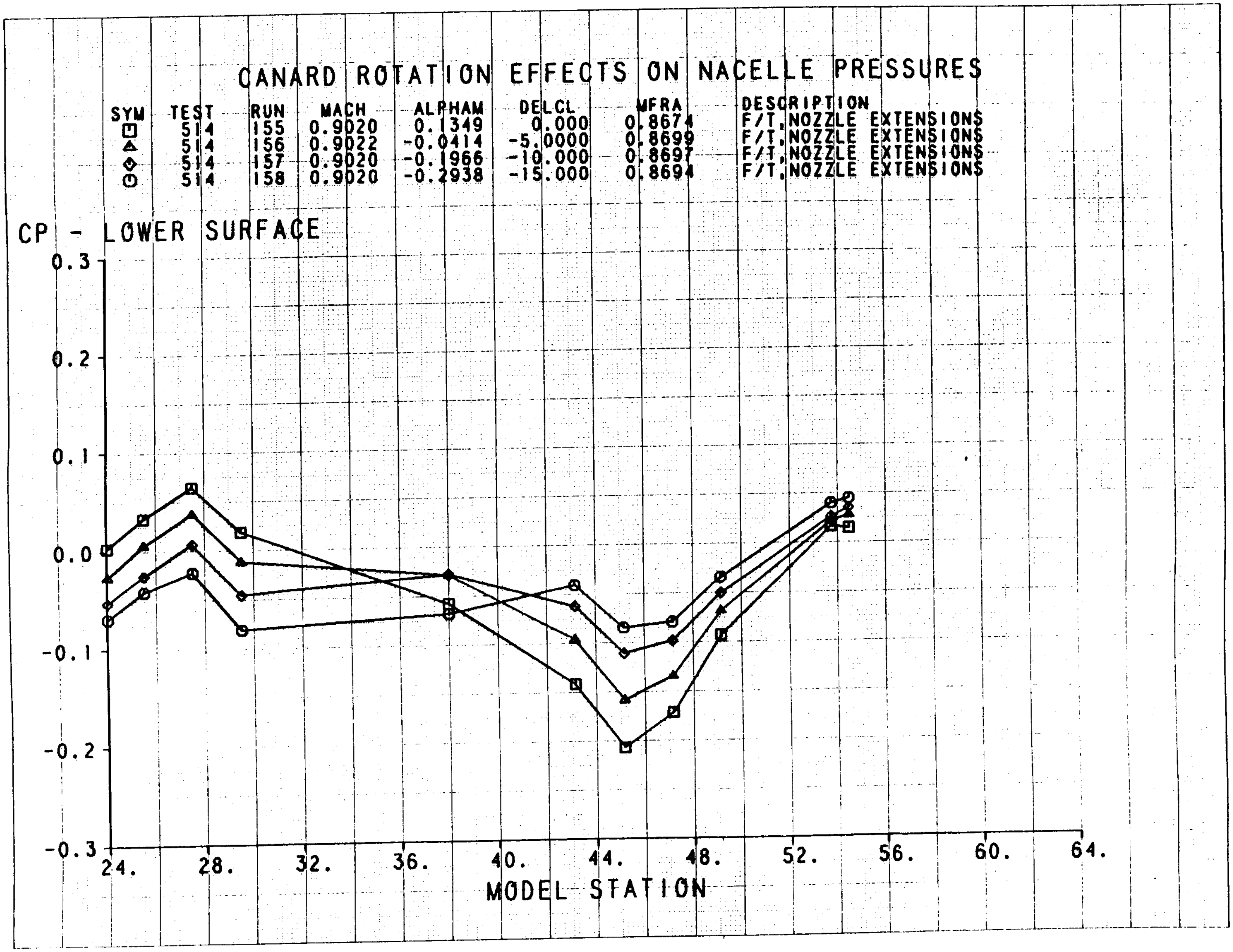
CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 173 0.5988 0.0954 0.000 0.9221 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 171 0.5994 -0.0921 -10.000 0.9213 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 170 0.6001 -0.1444 -15.000 0.9175 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

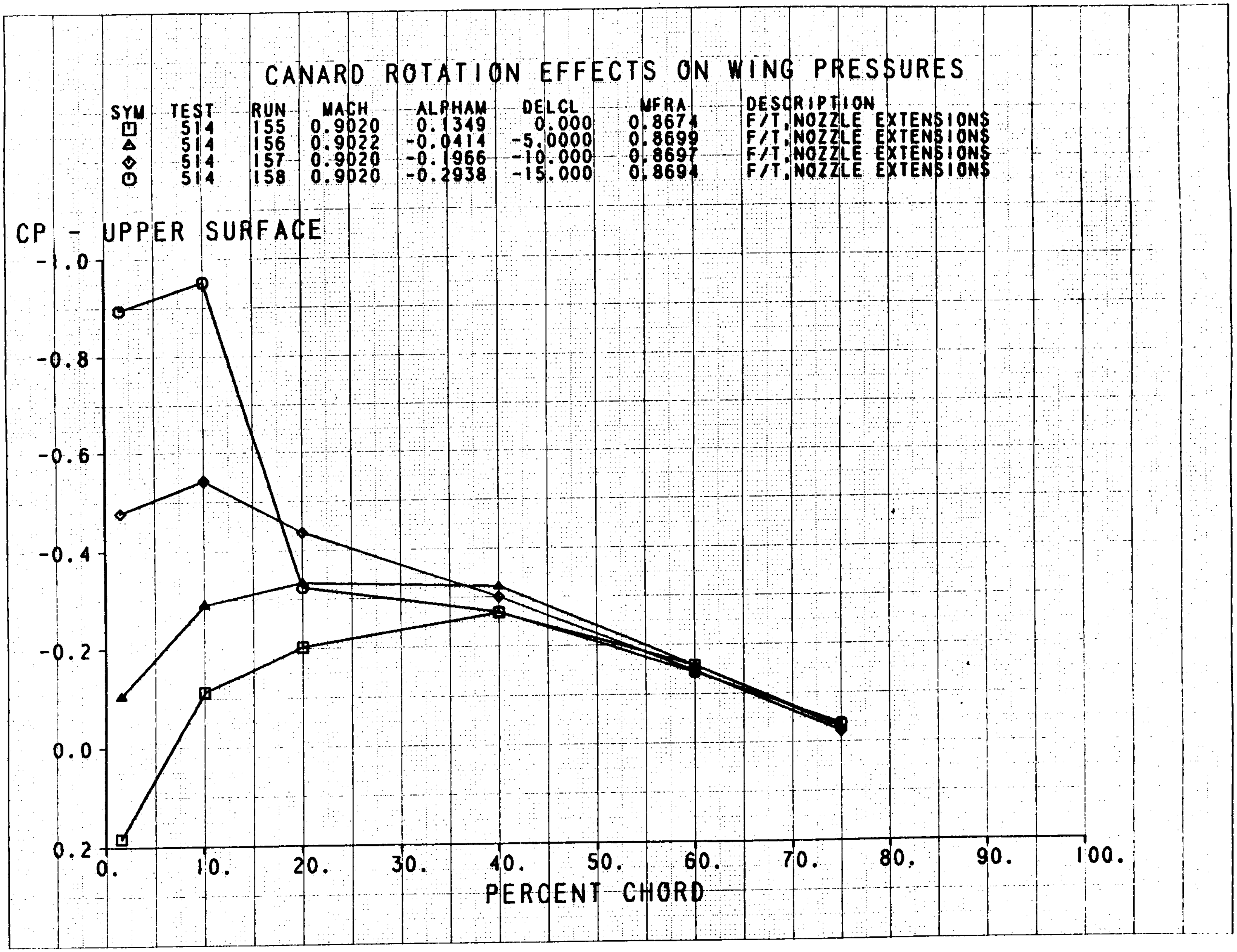

CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 173 0.5988 0.0954 0.000 0.9221 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 171 0.5994 -0.0921 -10.000 0.9213 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 170 0.6001 -0.1444 -15.000 0.9175 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



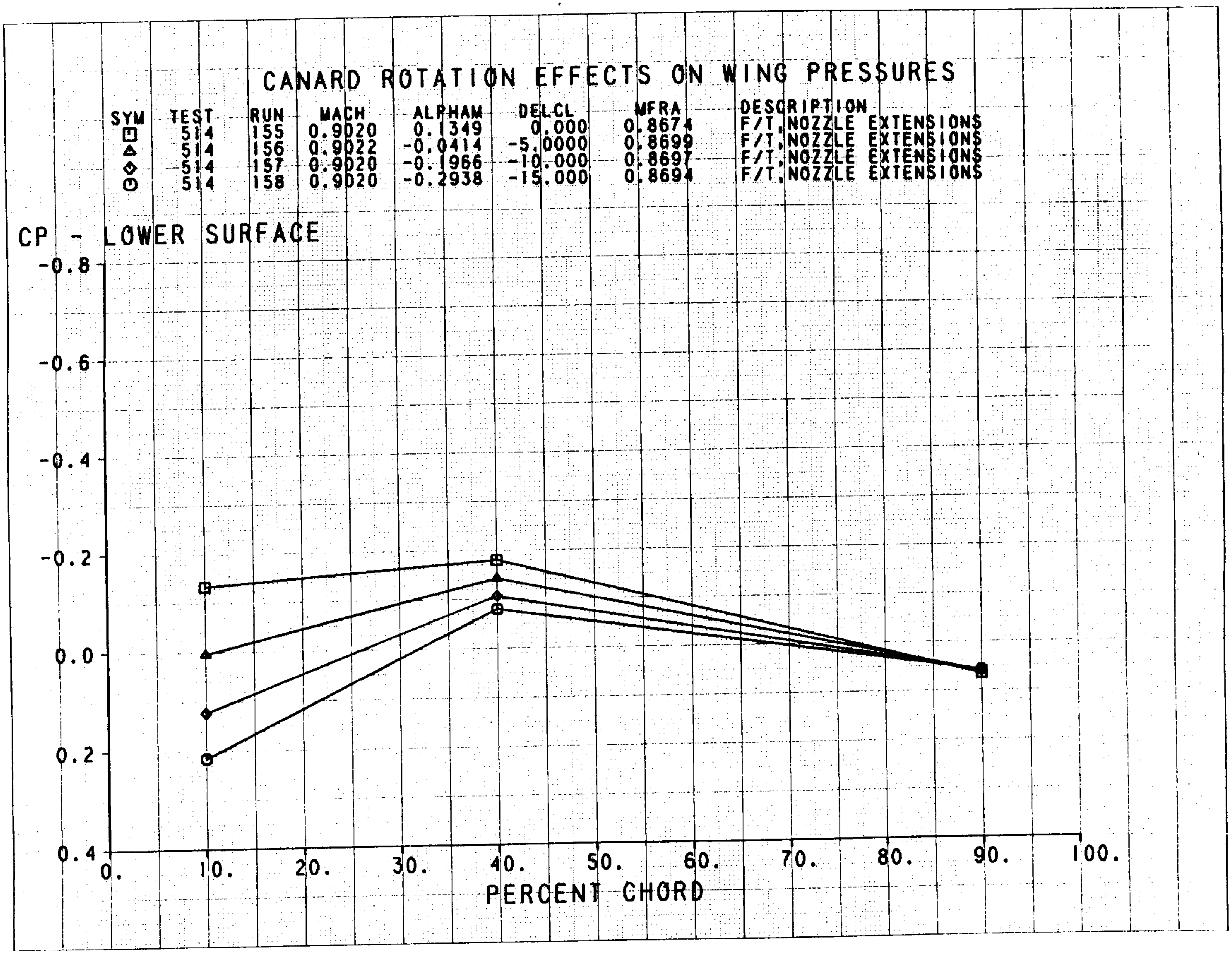
CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 173 0.5988 0.0954 0.000 0.9221 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 171 0.5994 -0.0921 -10.000 0.9213 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 170 0.6001 -0.1444 -15.000 0.9175 F/ ,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 155 0.9020 0.1349 0.000 0.8674 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
◇ 514 157 0.9020 -0.1966 -10.000 0.8697 F/T,NOZZLE EXTENSIONS
○ 514 158 0.9020 -0.2938 -15.000 0.8694 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 155 0.9020 0.1349 0.000 0.8674 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
◇ 514 157 0.9020 -0.1966 -10.000 0.8697 F/T,NOZZLE EXTENSIONS
○ 514 158 0.9020 -0.2938 -15.000 0.8694 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 155 0.9020 0.1349 0.000 0.8674 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
◇ 514 157 0.9020 -0.1966 -10.000 0.8697 F/T,NOZZLE EXTENSIONS
○ 514 158 0.9020 -0.2938 -15.000 0.8694 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 155 0.9020 0.1349 0.000 0.8674 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
◇ 514 157 0.9020 -0.1966 -10.000 0.8697 F/T,NOZZLE EXTENSIONS
⊙ 514 158 0.9020 -0.2938 -15.000 0.8694 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
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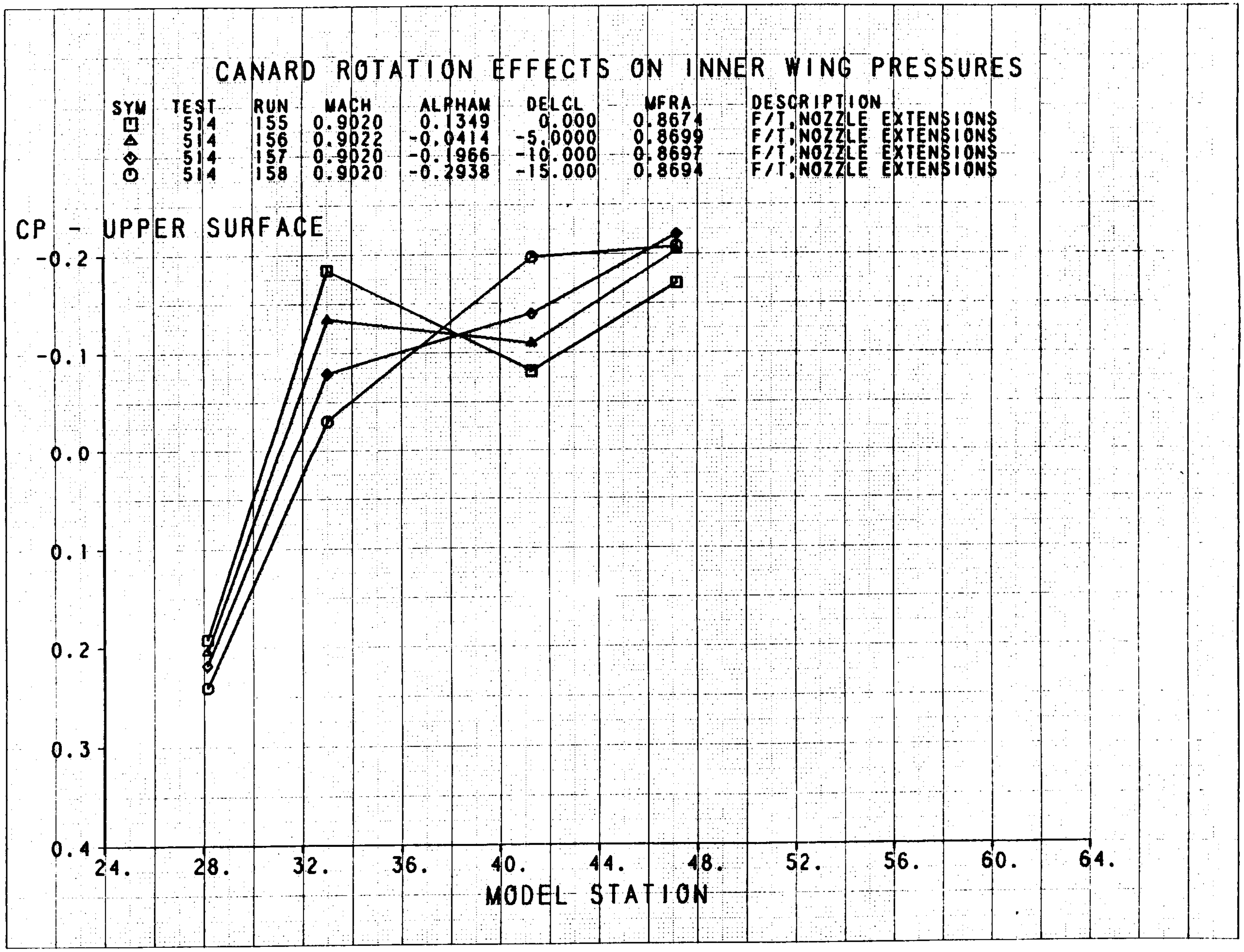
50.
60.
70.
80.
90.
100.
PERCENT CHORD

C-5


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 155 0.9020 0.1349 0.000 0.8674 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
◇ 514 157 0.9020 -0.1966 -10.000 0.8697 F/T,NOZZLE EXTENSIONS
⊙ 514 158 0.9020 -0.2938 -15.000 0.8694 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
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24.
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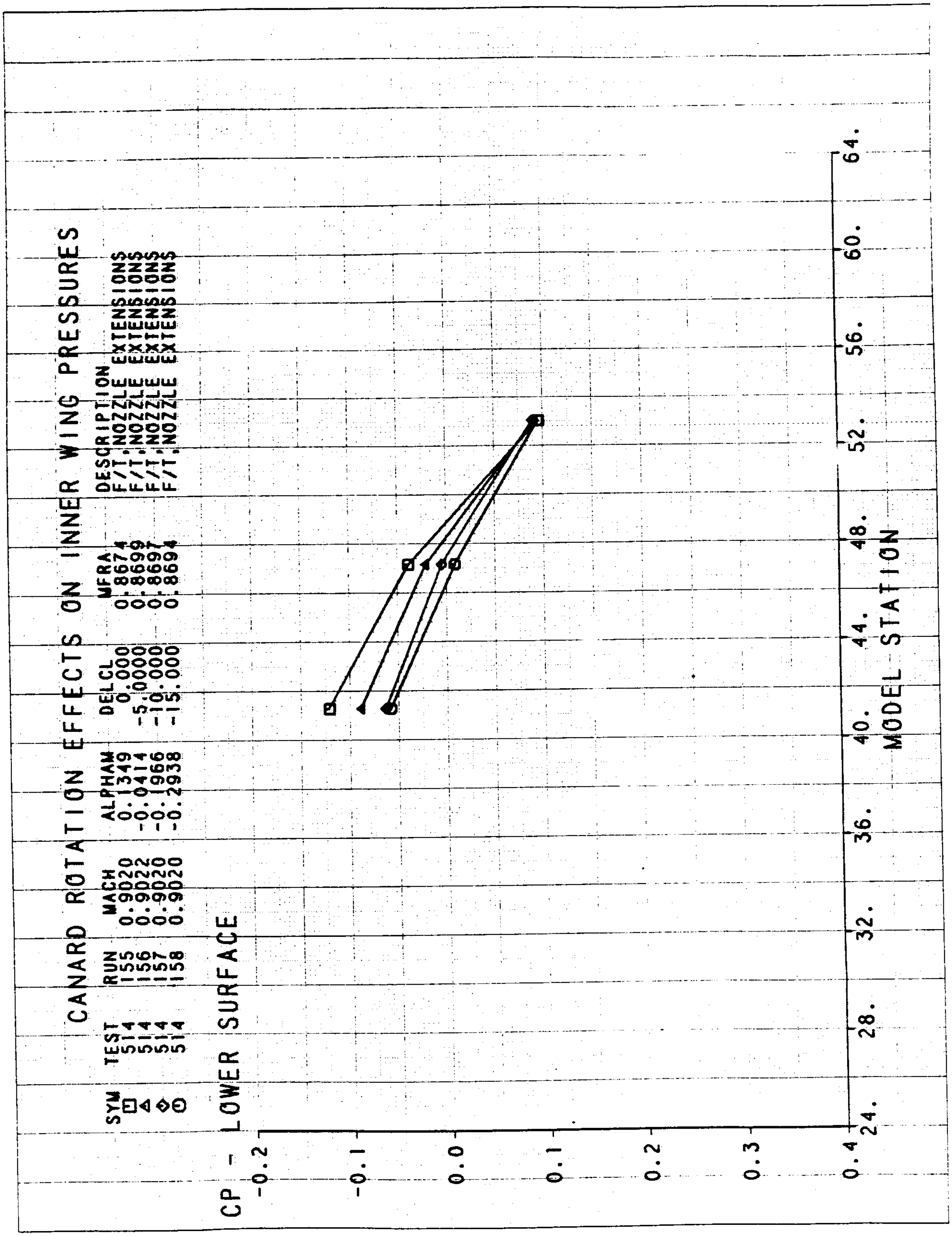
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 155 0.9020 0.1349 0.000 0.8674 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
◇ 514 157 0.9020 -0.1966 -10.000 0.8697 F/T,NOZZLE EXTENSIONS
⊙ 514 158 0.9020 -0.2938 -15.000 0.8694 F/T,NOZZLE EXTENSIONS
LOWER SURFACE
CP -
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
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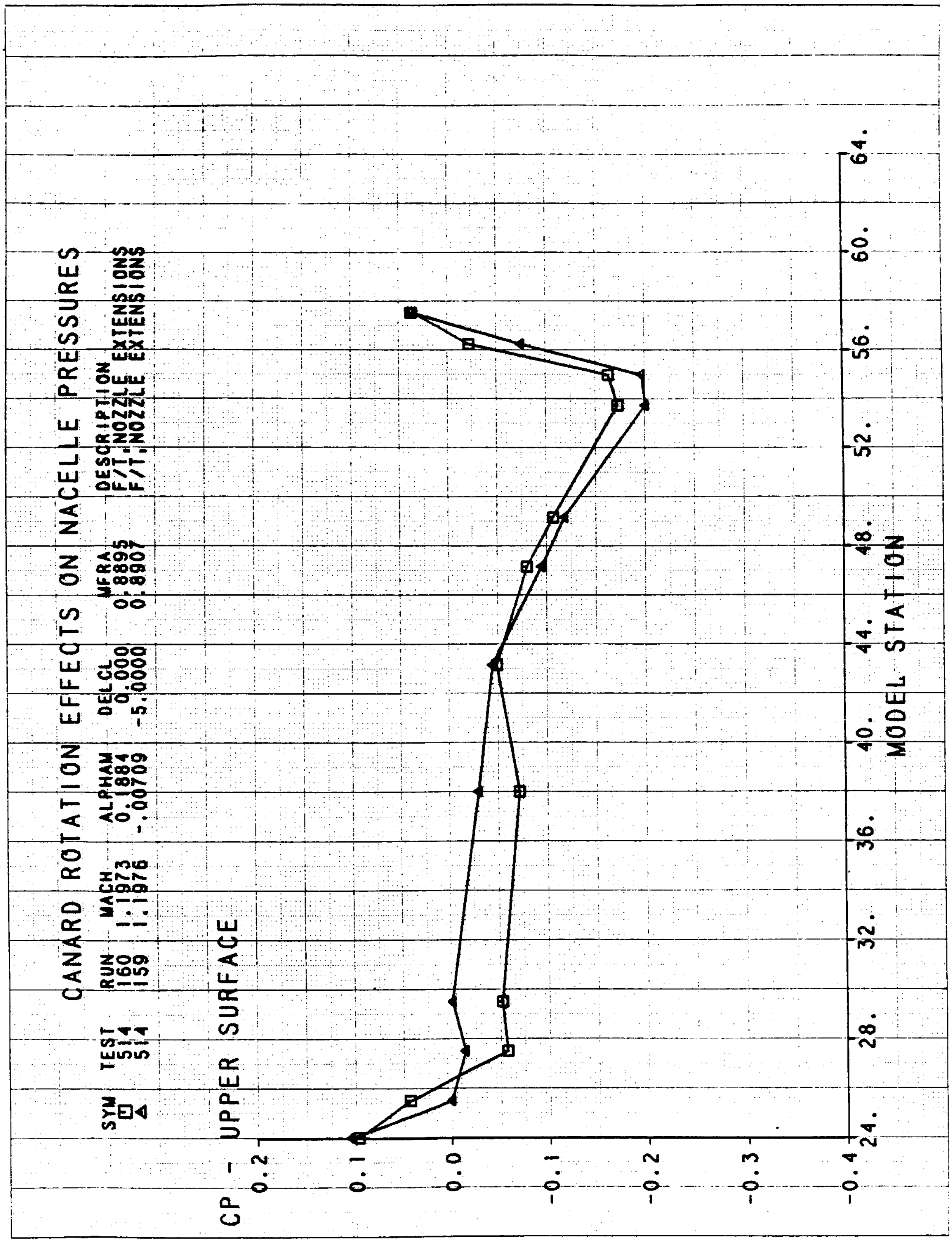
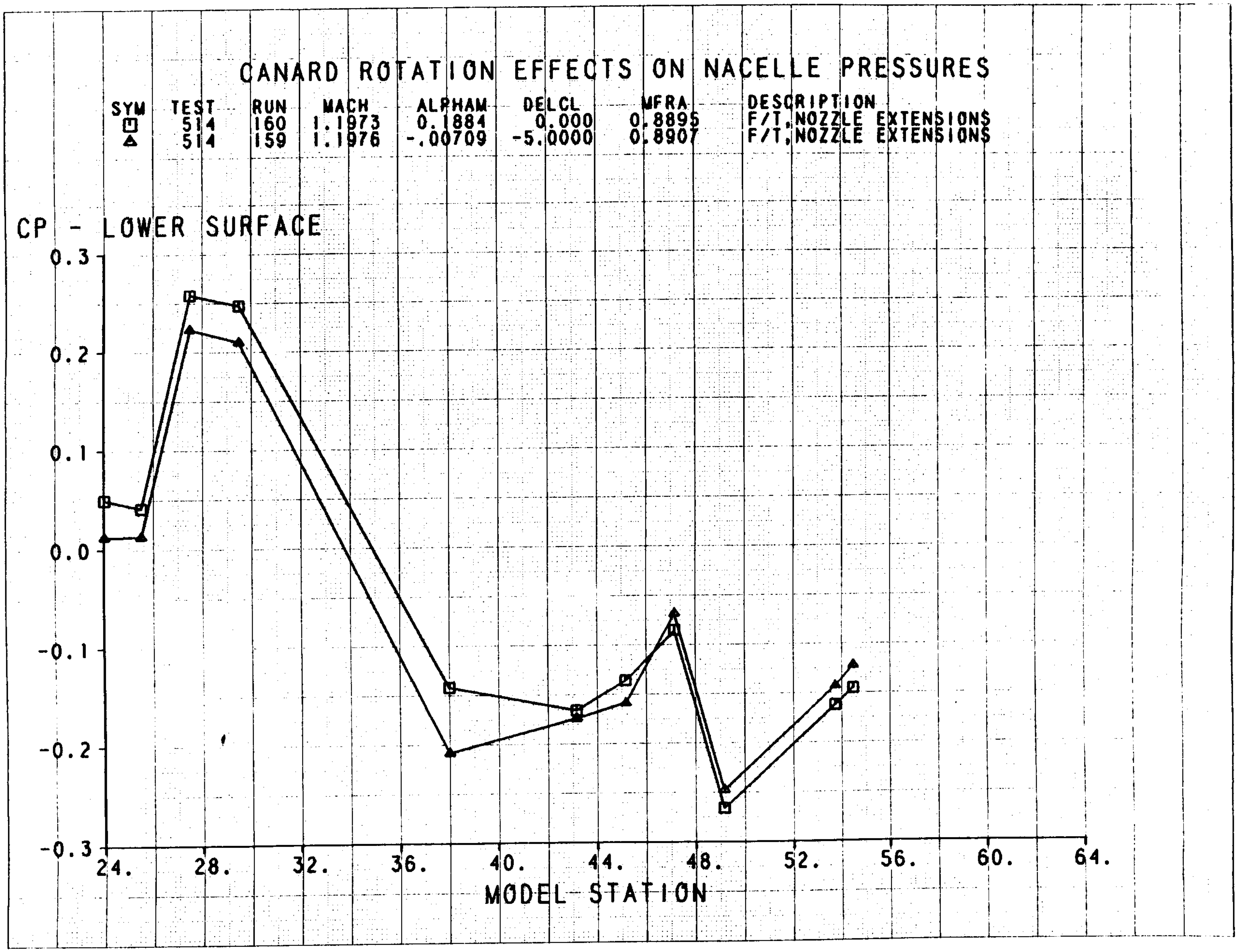
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
⊡ 514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
△ 514 159 1.1976 -.00709 -5.0000 0.8907 F/T,NOZZLE EXTENSIONS
UPPER SURFACE
CP
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
△ 514 159 1.1976 -.00709 -5.0000 0.8907 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
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36.
40.
44.
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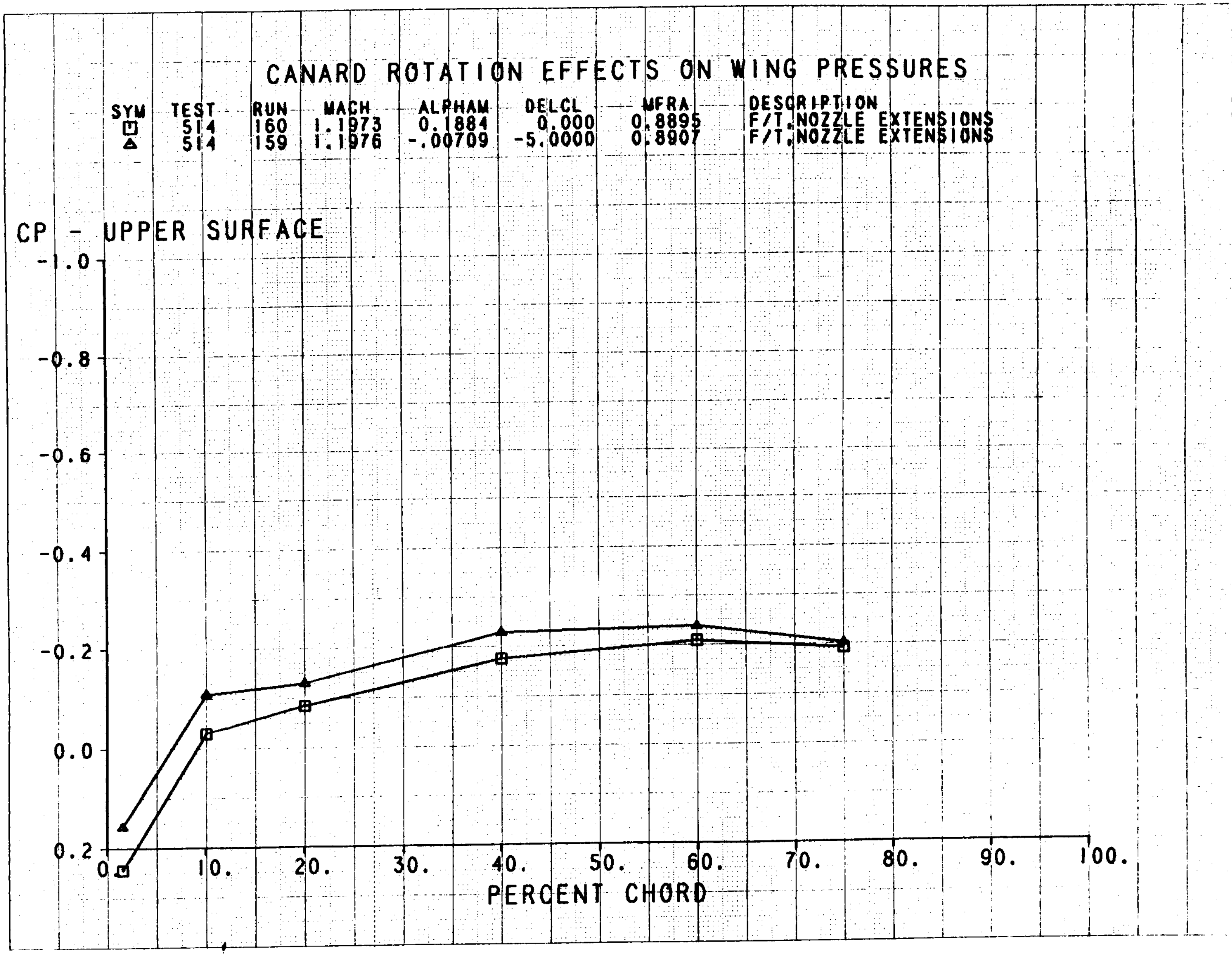
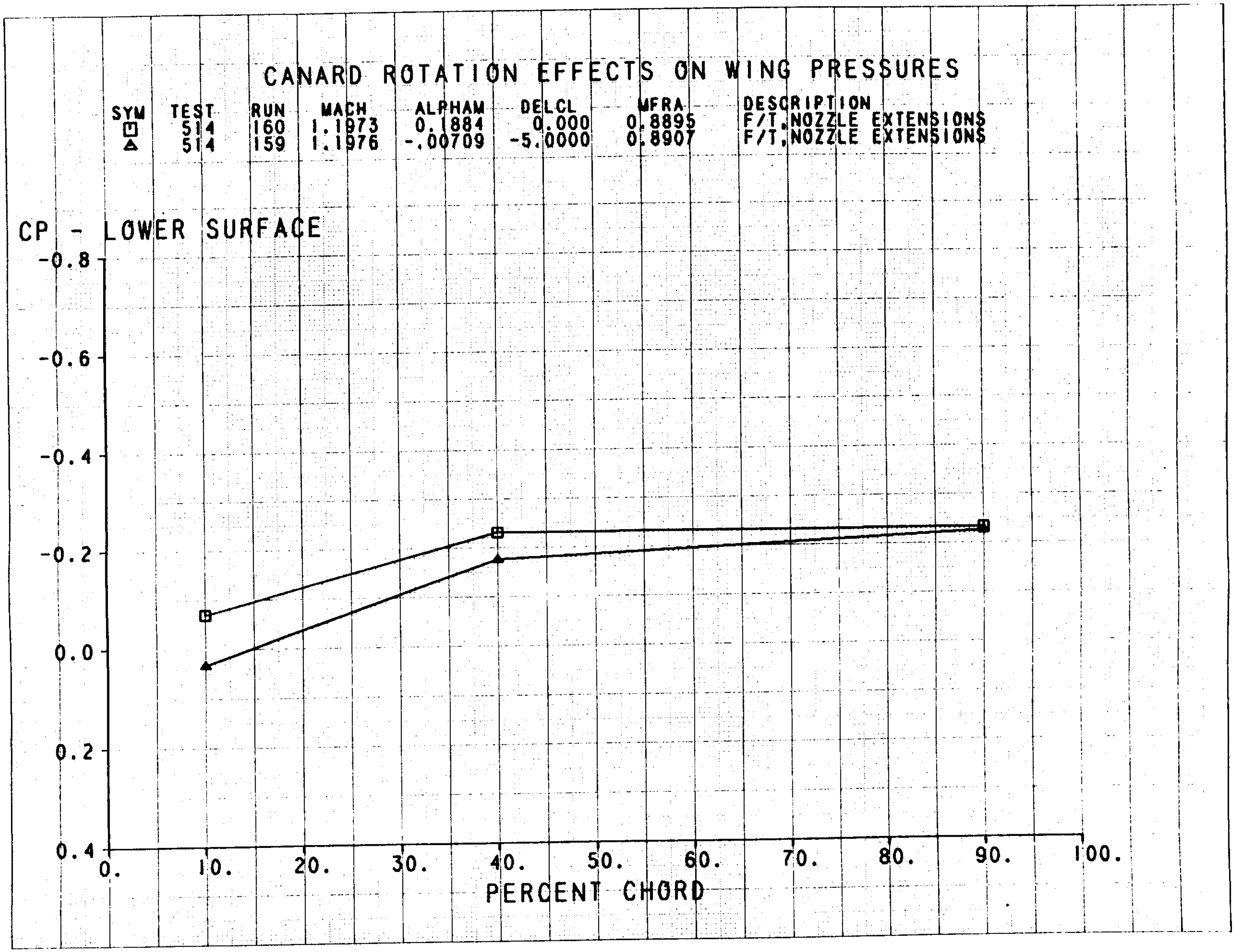
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
514 159 1.1976 -.00709 -5.0000 0.8907 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
514 159 1.1976 -.00709 -5.0000 0.8907 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
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10.
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40.
50.
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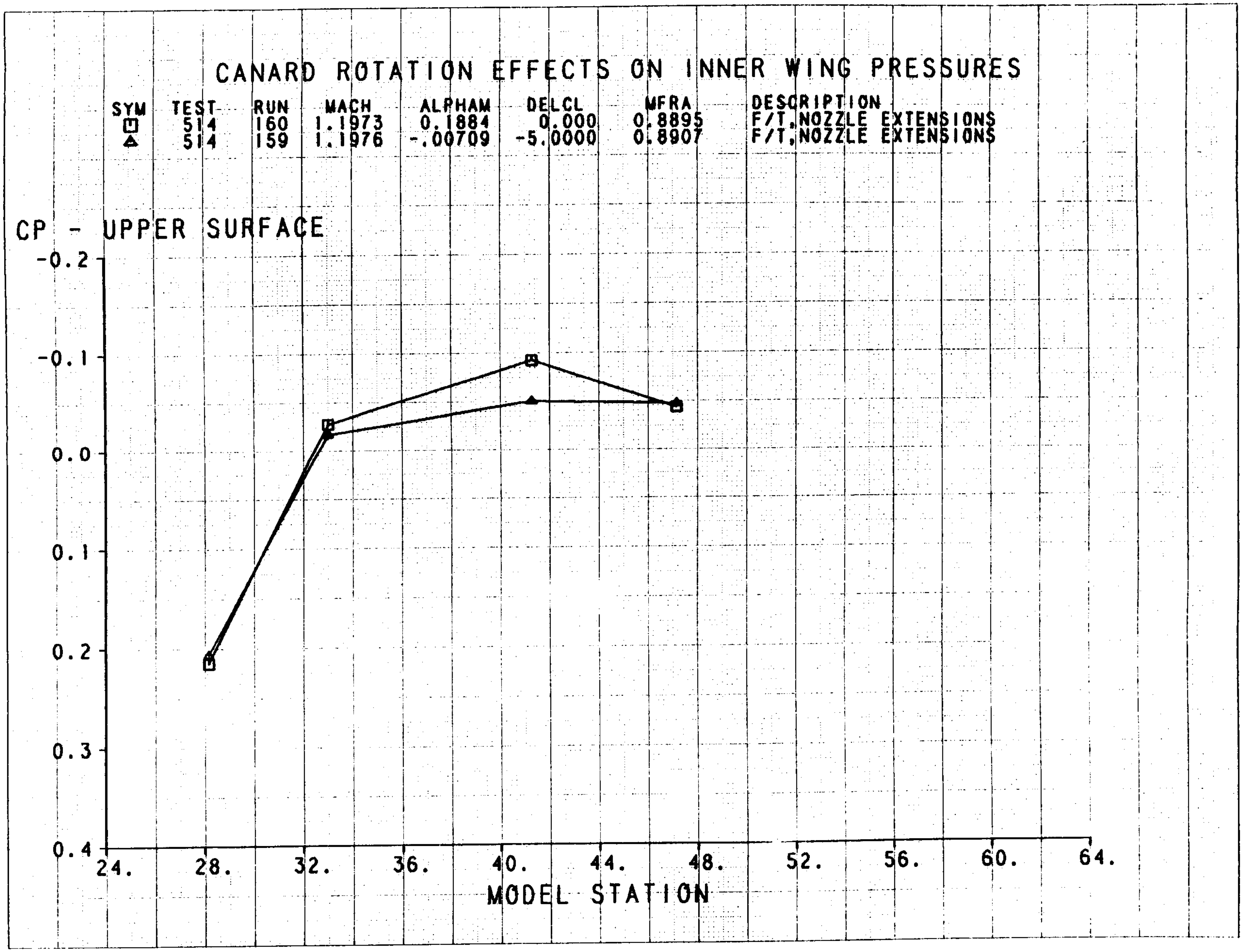
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
△ 514 159 1.1976 -.00709 -5.0000 0.8907 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
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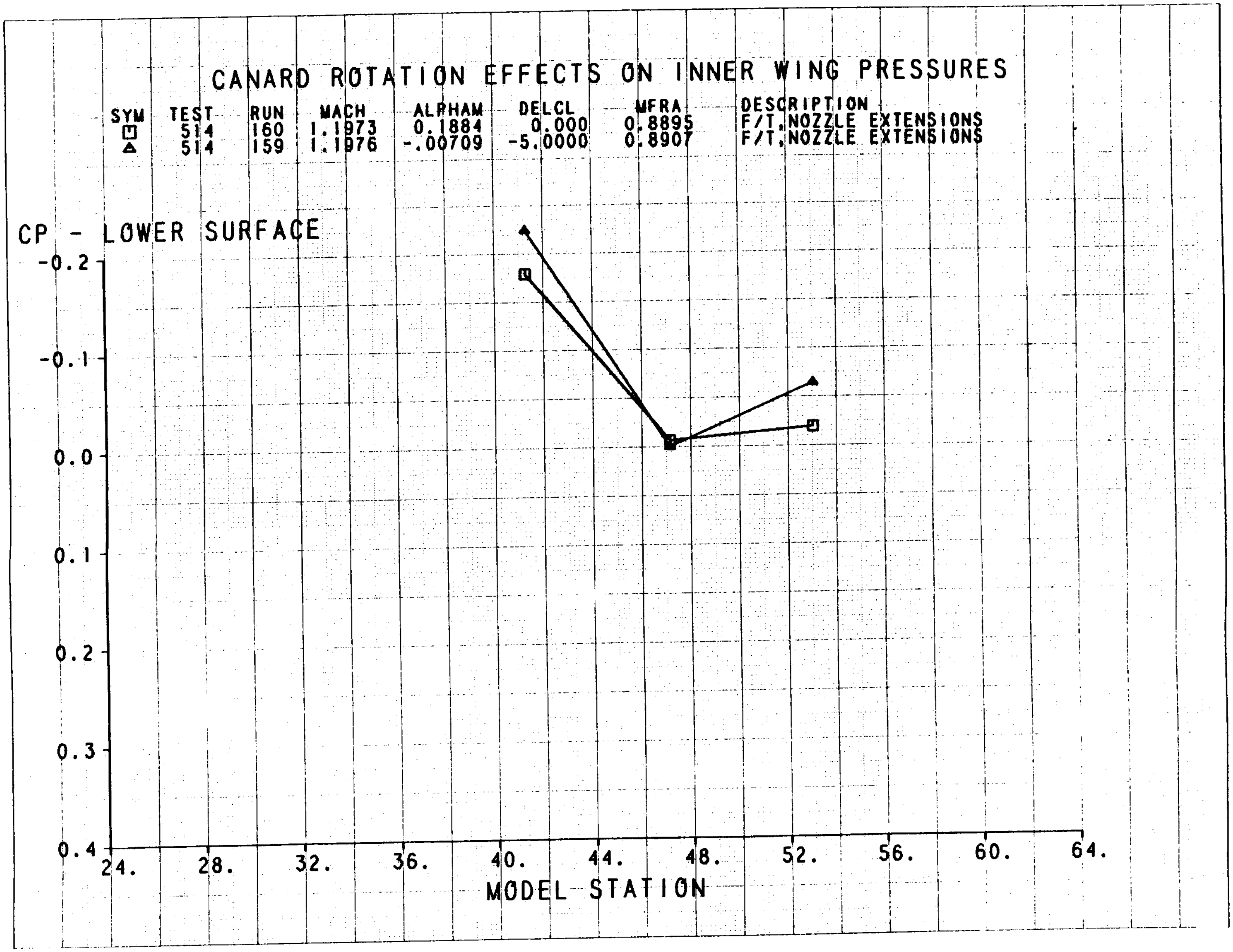
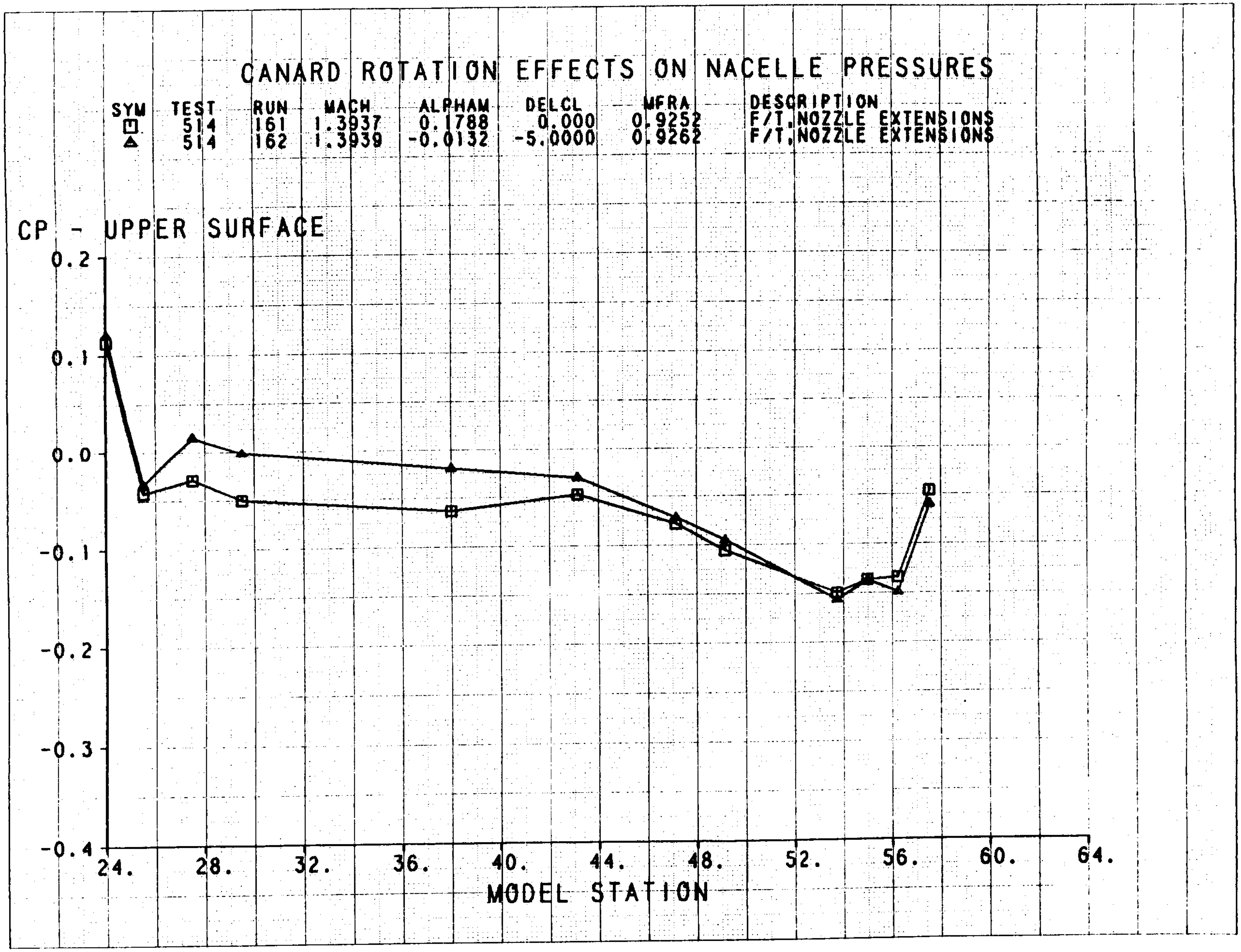
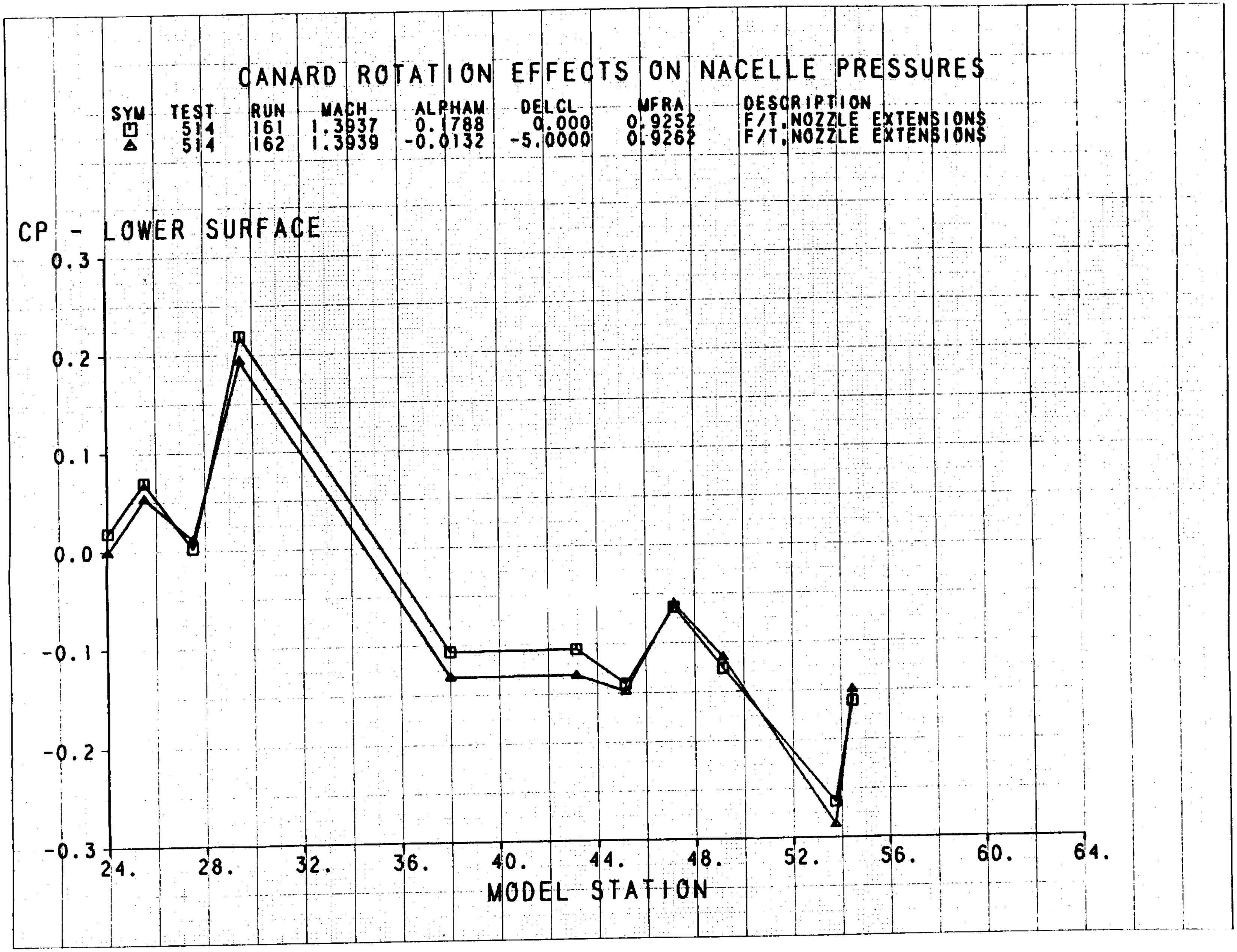
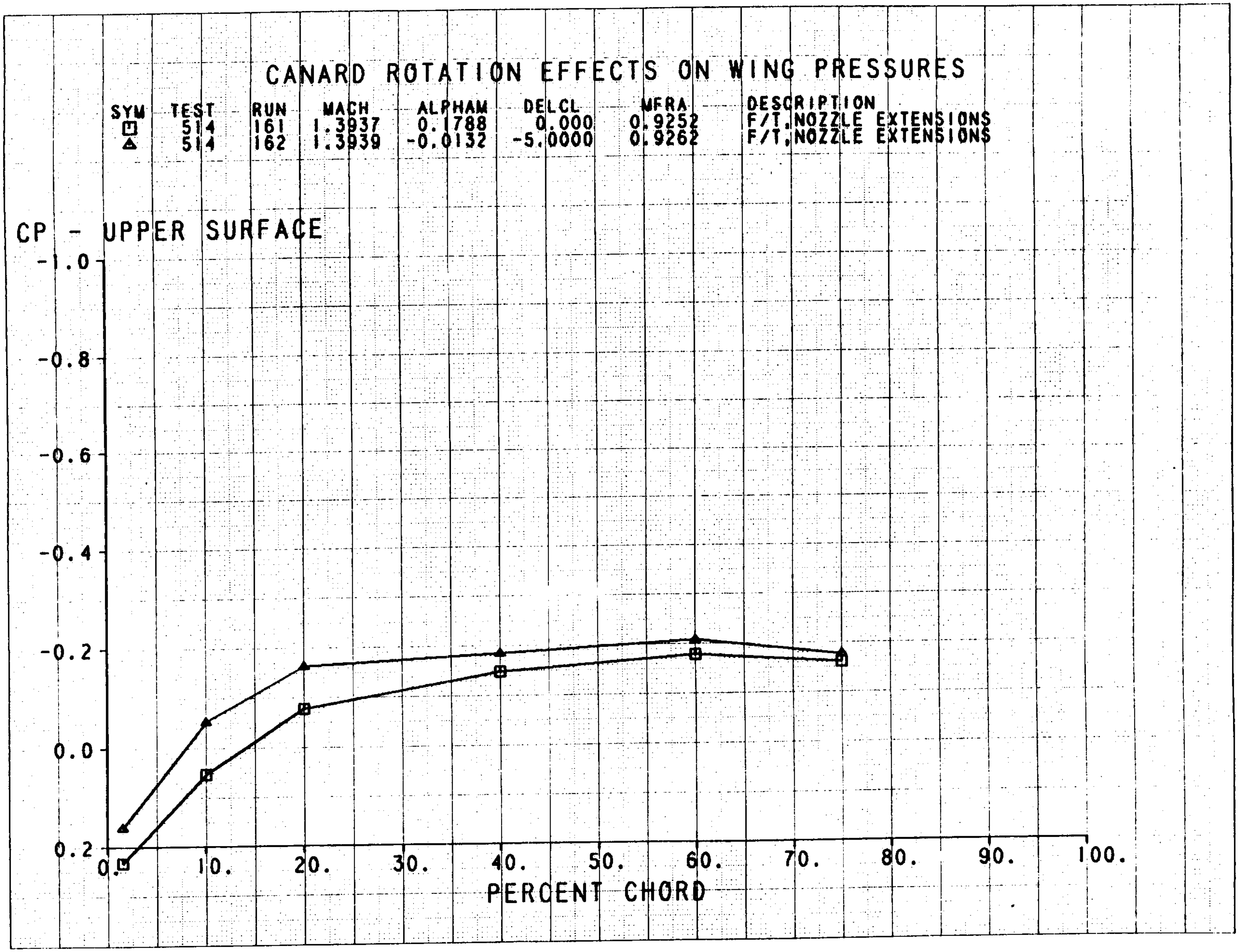
64.
MODEL STATION



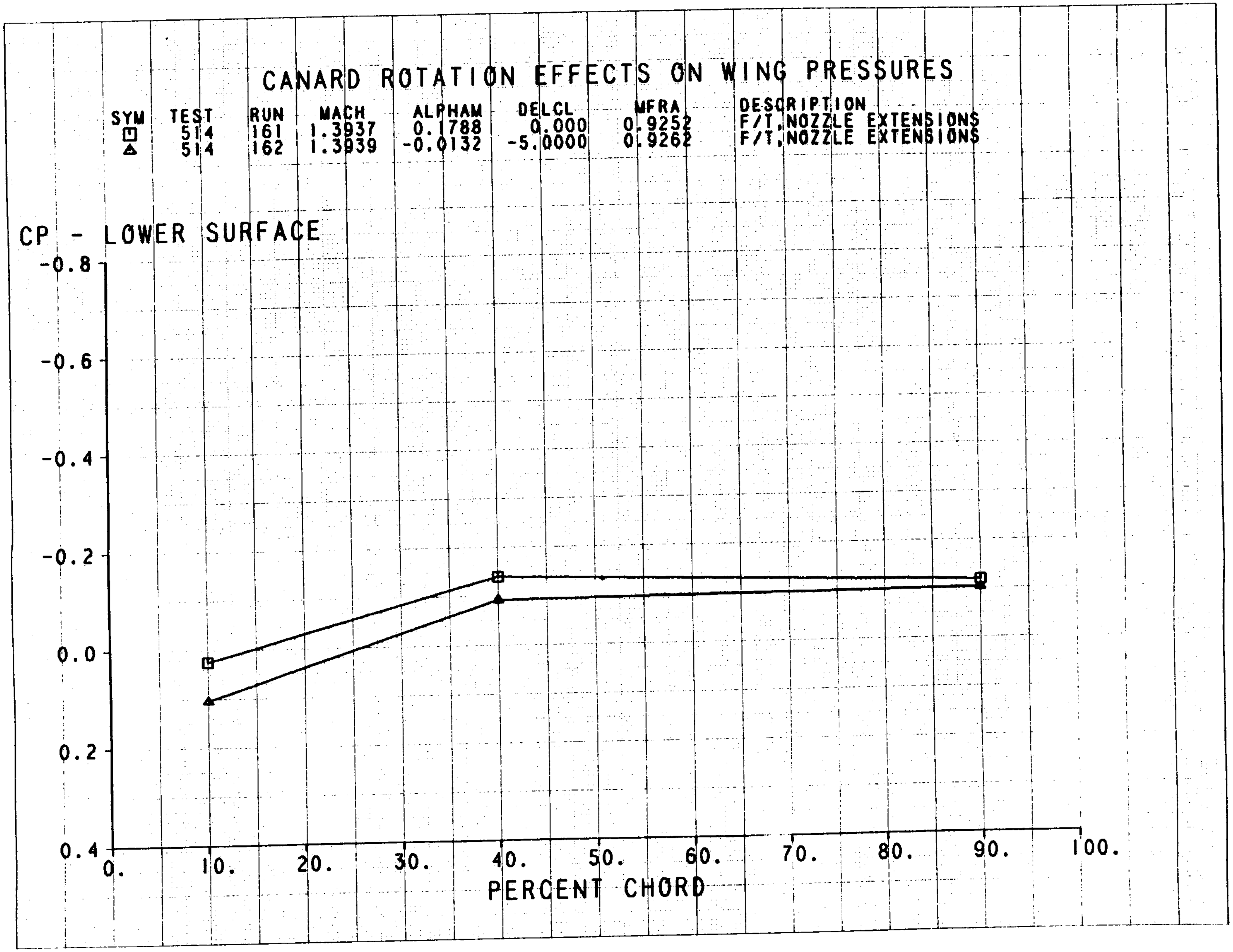
CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
△ 514 159 1.1976 -.00709 -5.0000 0.8907 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

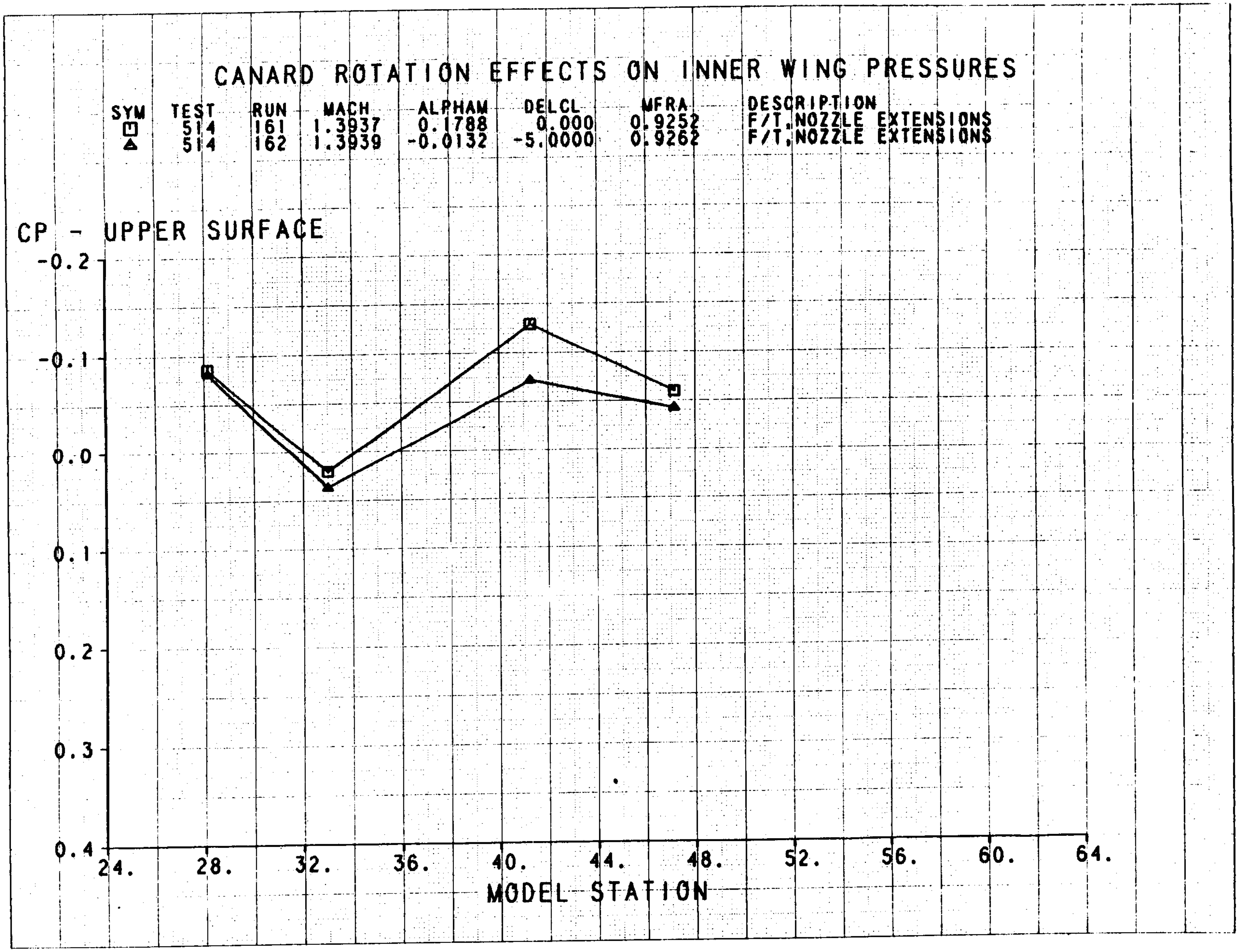

CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1788 0.000 0.9252 F/T.NOZZLE EXTENSIONS
△ 514 162 1.3939 -0.0132 -5.0000 0.9262 F/T.NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

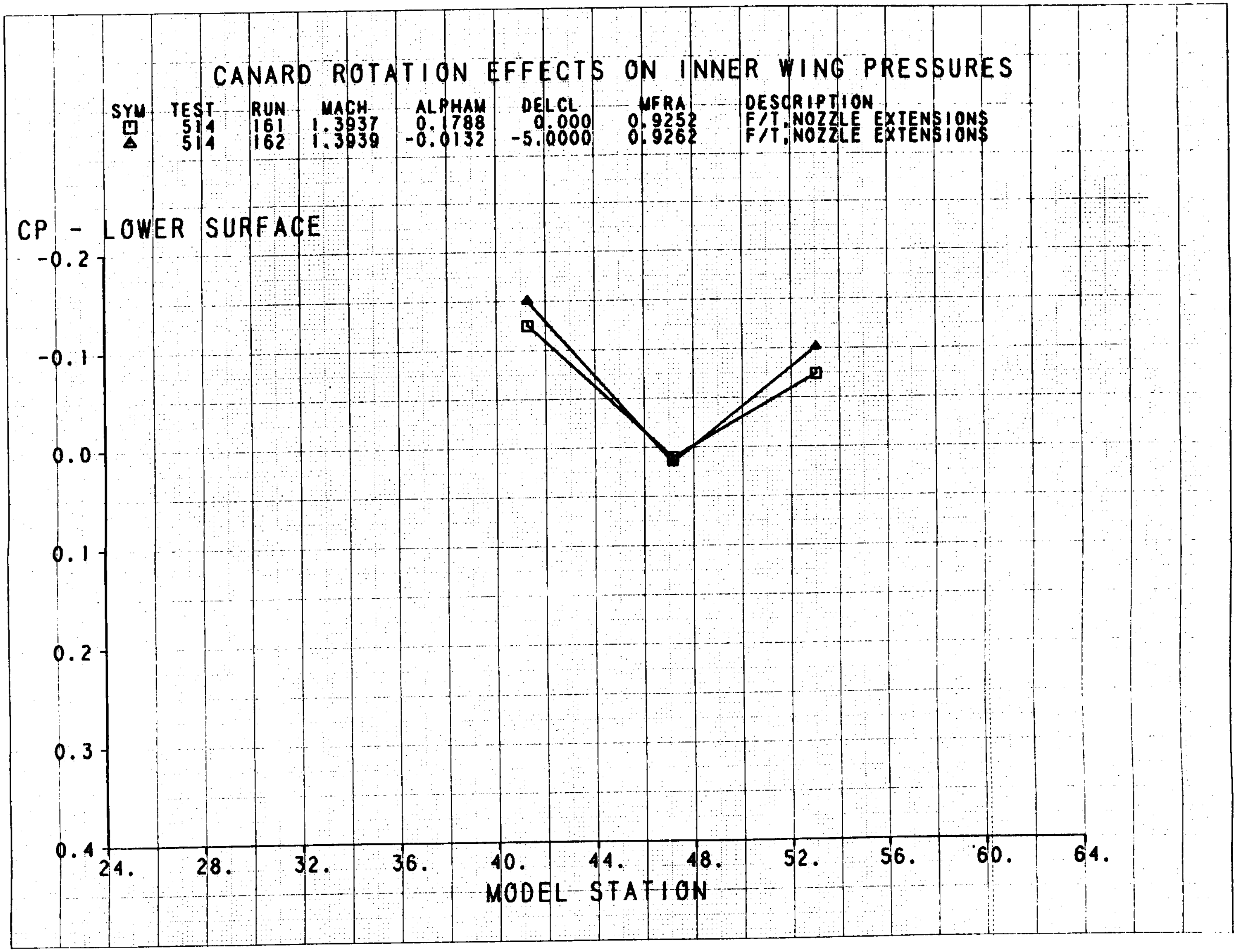

CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1788 0.000 0.9252 F/T,NOZZLE EXTENSIONS
△ 514 162 1.3939 -0.0132 -5.0000 0.9262 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

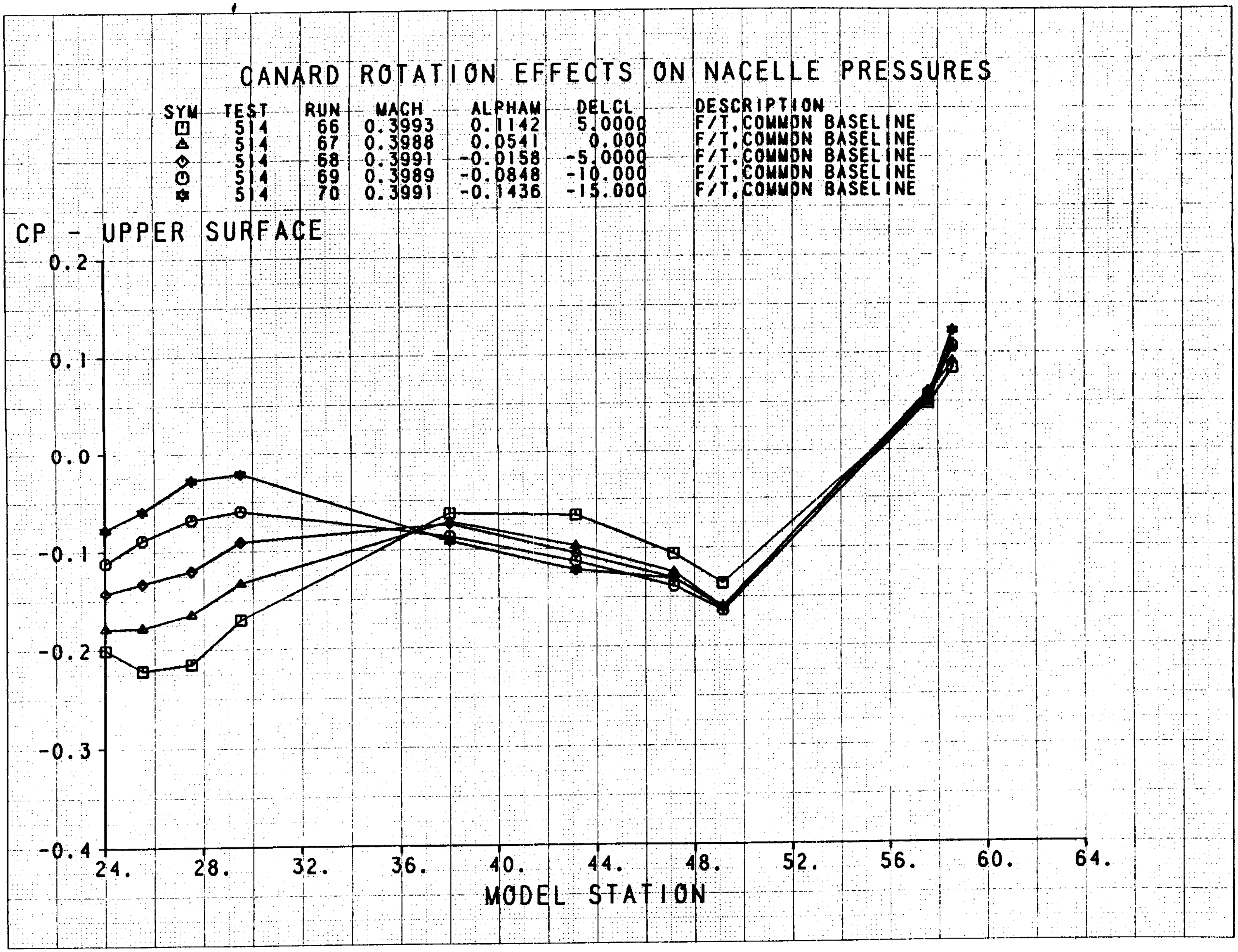


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 161 1.3937 0.1788 0.000 0.9252 F/T,NOZZLE EXTENSIONS
514 162 1.3939 -0.0132 -5.0000 0.9262 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

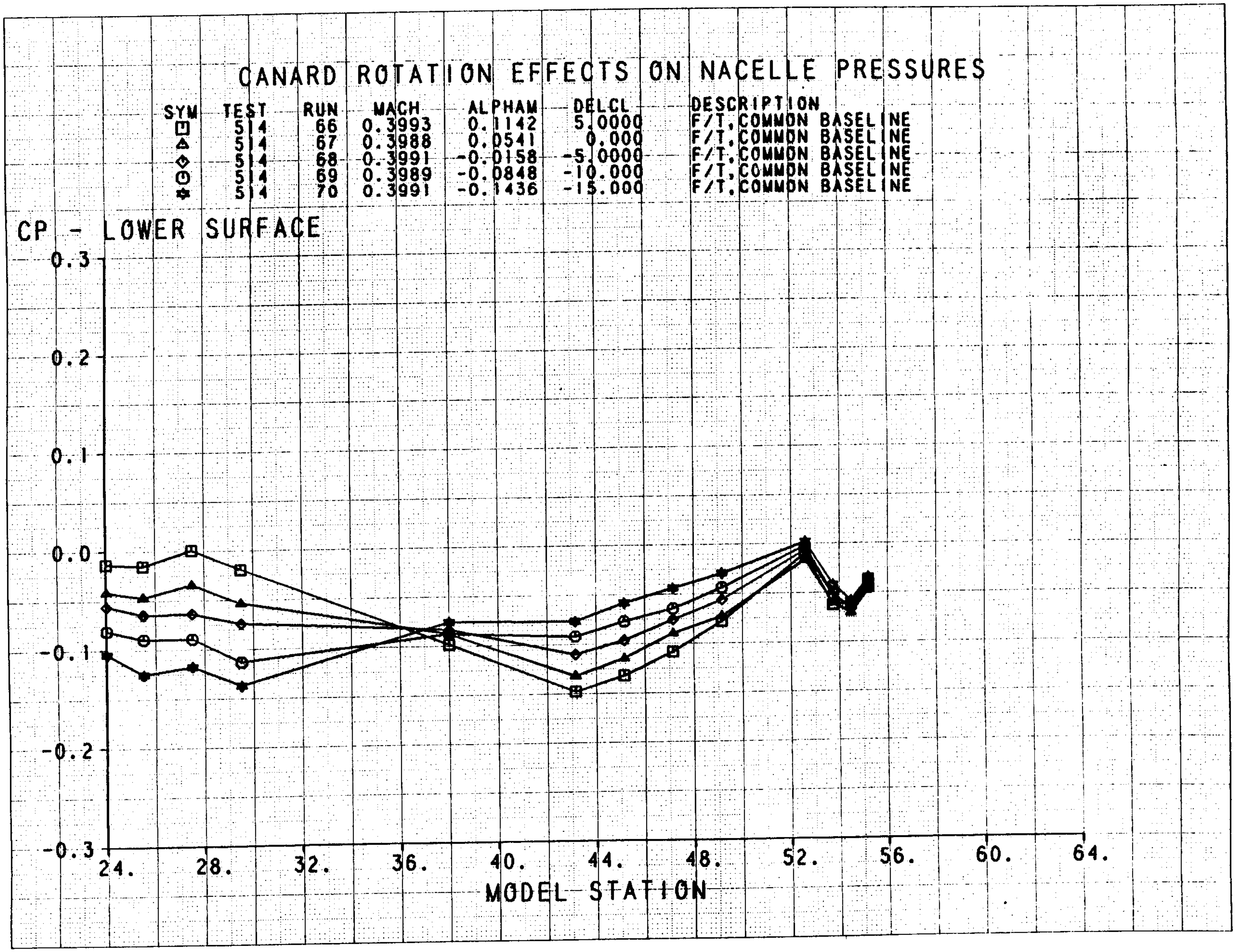

CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1788 0.000 0.9252 F/T,NOZZLE EXTENSIONS
△ 514 162 1.3939 -0.0132 -5.0000 0.9262 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1788 0.000 0.9252 F/T,NOZZLE EXTENSIONS
△ 514 162 1.3939 -0.0132 -5.0000 0.9262 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 161 1.3937 0.1788 0.000 0.9252 F/T,NOZZLE EXTENSIONS
514 162 1.3939 -0.0132 -5.0000 0.9262 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 66 0.3993 0.1142 5.0000 F/T,COMMON BASELINE
514 67 0.3988 0.0541 0.000 F/T,COMMON BASELINE
514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
514 69 0.3989 -0.0848 -10.000 F/T,COMMON BASELINE
514 70 0.3991 -0.1436 -15.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 66 0.3993 0.1142 5.0000 F/T,COMMON BASELINE
514 67 0.3988 0.0541 0.000 F/T,COMMON BASELINE
514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
514 69 0.3989 -0.0848 -10.000 F/T,COMMON BASELINE
514 70 0.3991 -0.1436 -15.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
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28.
32.
36.
40.
44.
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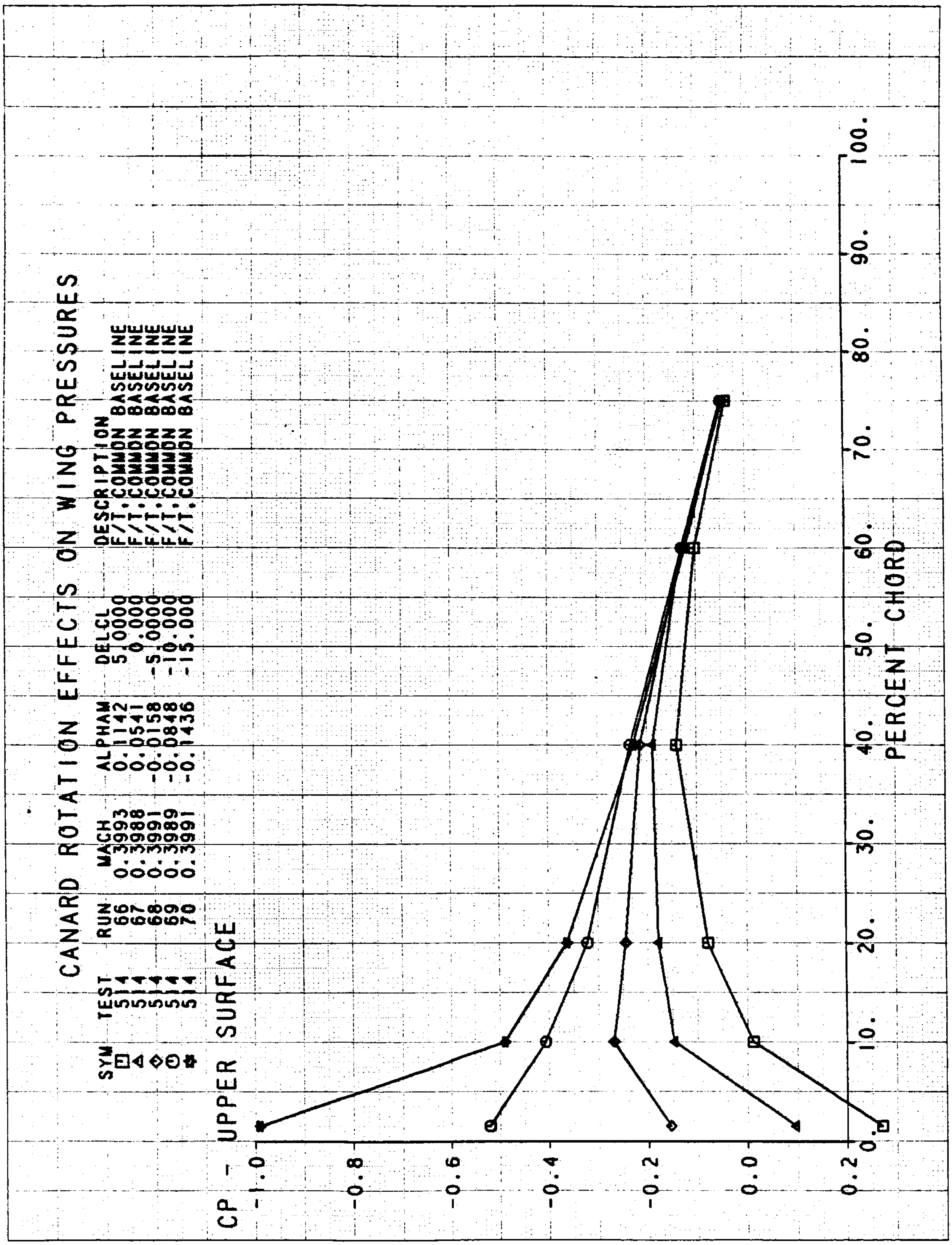
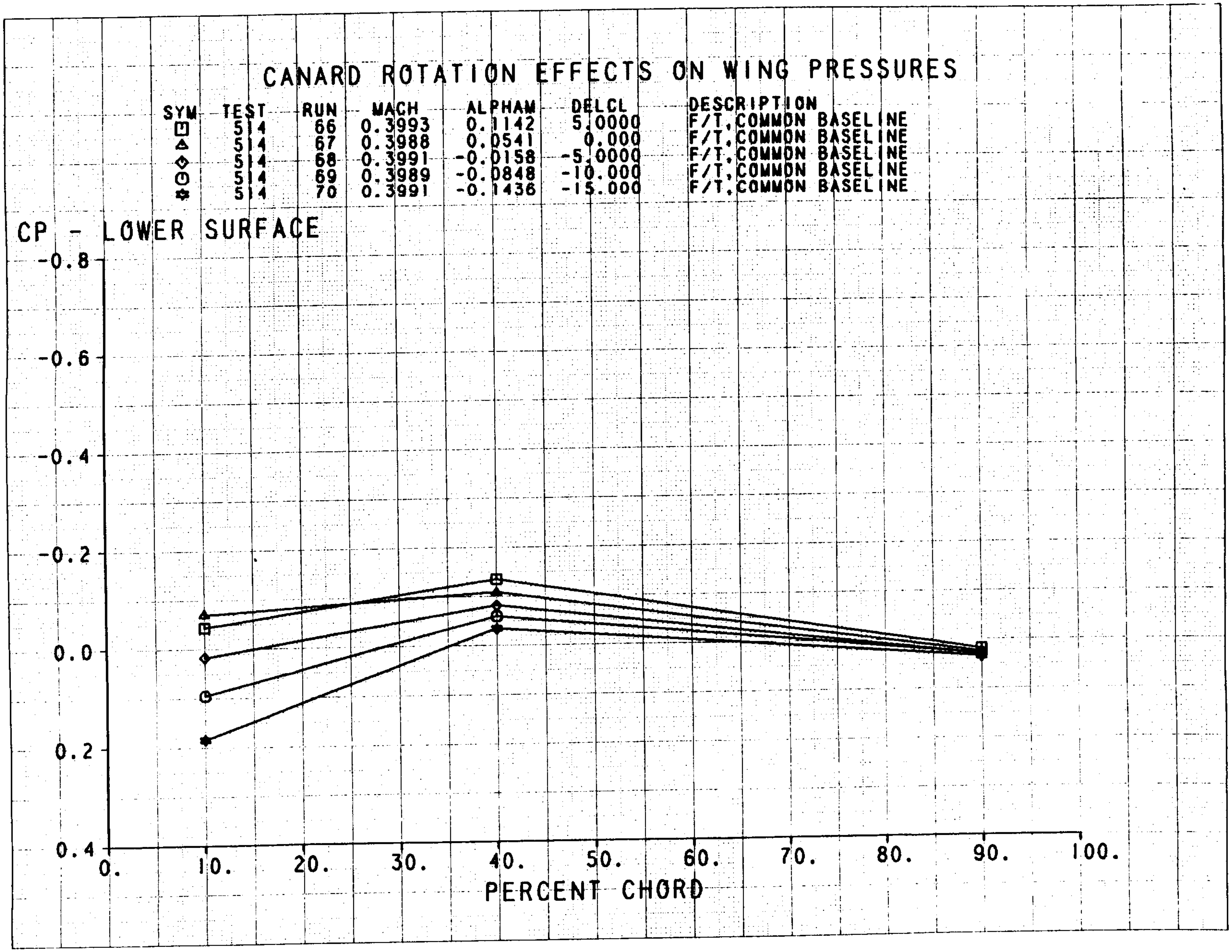
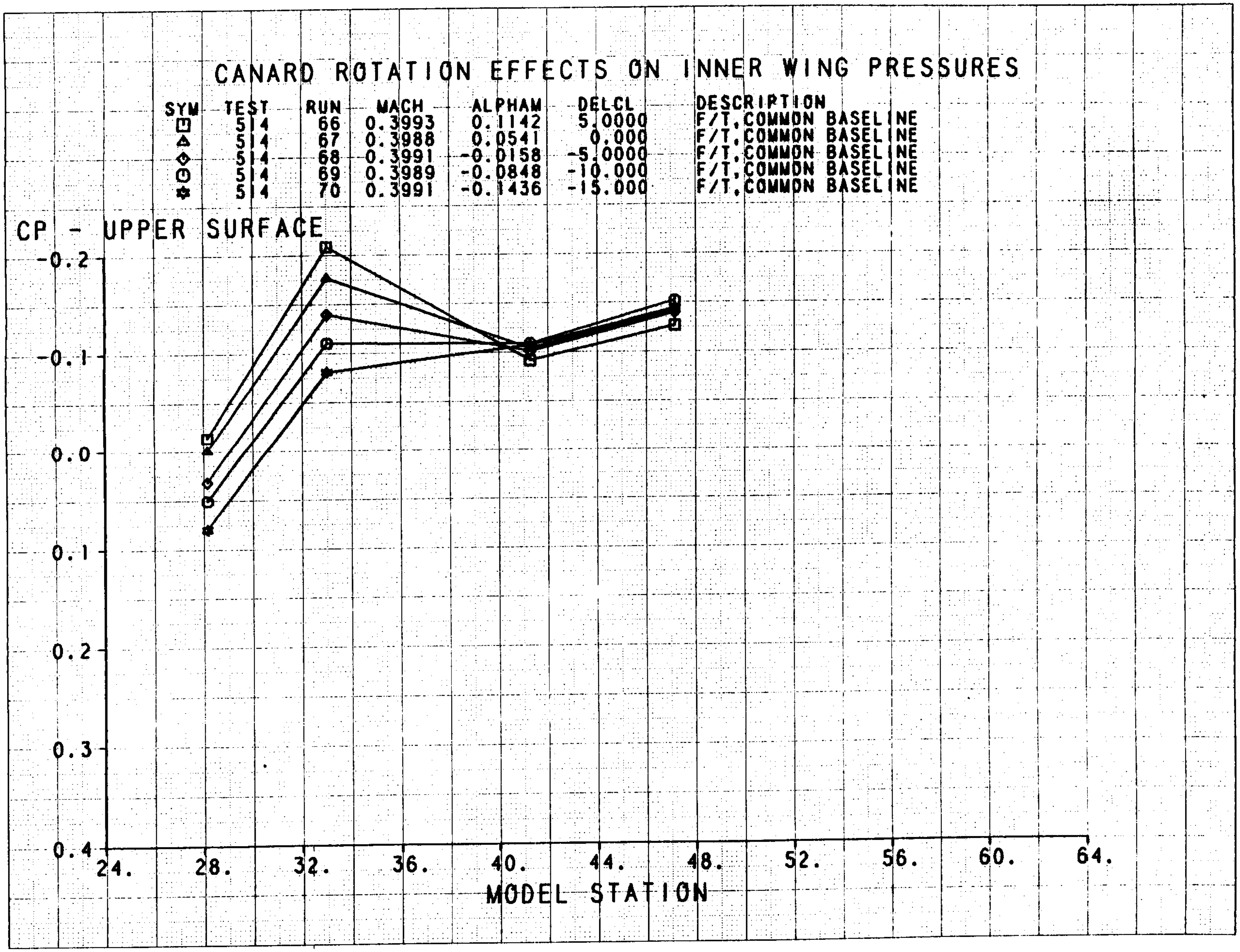
60.
64.
MODEL STATION

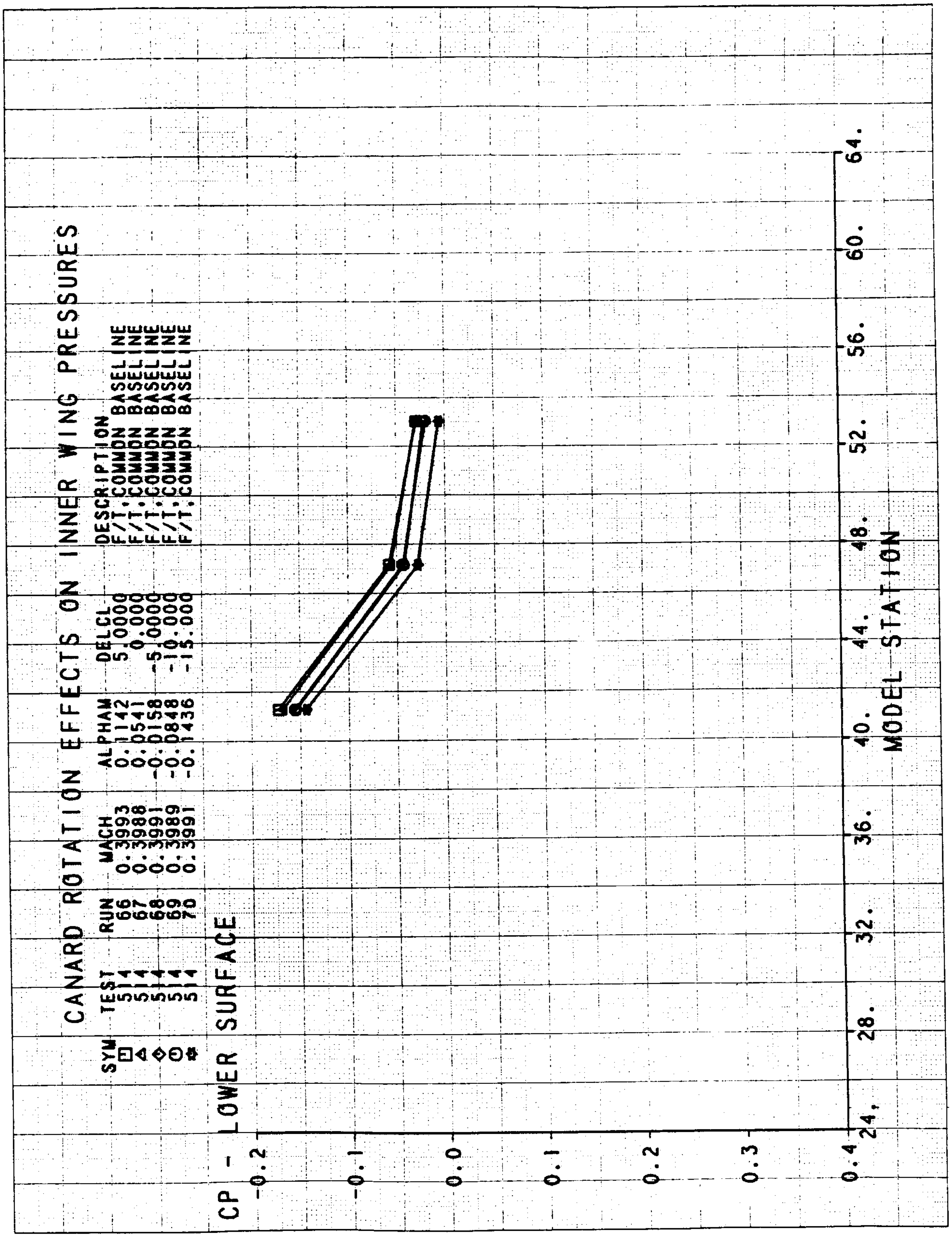

CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 66 0.3993 0.1142 5.0000 F/T,COMMON BASELINE
514 67 0.3988 0.0541 0.000 F/T,COMMON BASELINE
514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
514 69 0.3989 -0.0848 -10.000 F/T,COMMON BASELINE
514 70 0.3991 -0.1436 -15.000 F/T,COMMON BASELINE
UPPER SURFACE
CP - -1.0 -0.8 -0.6 -0.4 -0.2 0.0 0.2
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 66 0.3993 0.1142 5.0000 F/T,COMMON BASELINE
514 67 0.3988 0.0541 0.000 F/T,COMMON BASELINE
514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
514 69 0.3989 -0.0848 -10.000 F/T,COMMON BASELINE
514 70 0.3991 -0.1436 -15.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 66 0.3993 0.1142 5.0000 F/T,COMMON BASELINE
514 67 0.3988 0.0541 0.000 F/T,COMMON BASELINE
514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
514 69 0.3989 -0.0848 -10.000 F/T,COMMON BASELINE
514 70 0.3991 -0.1436 -15.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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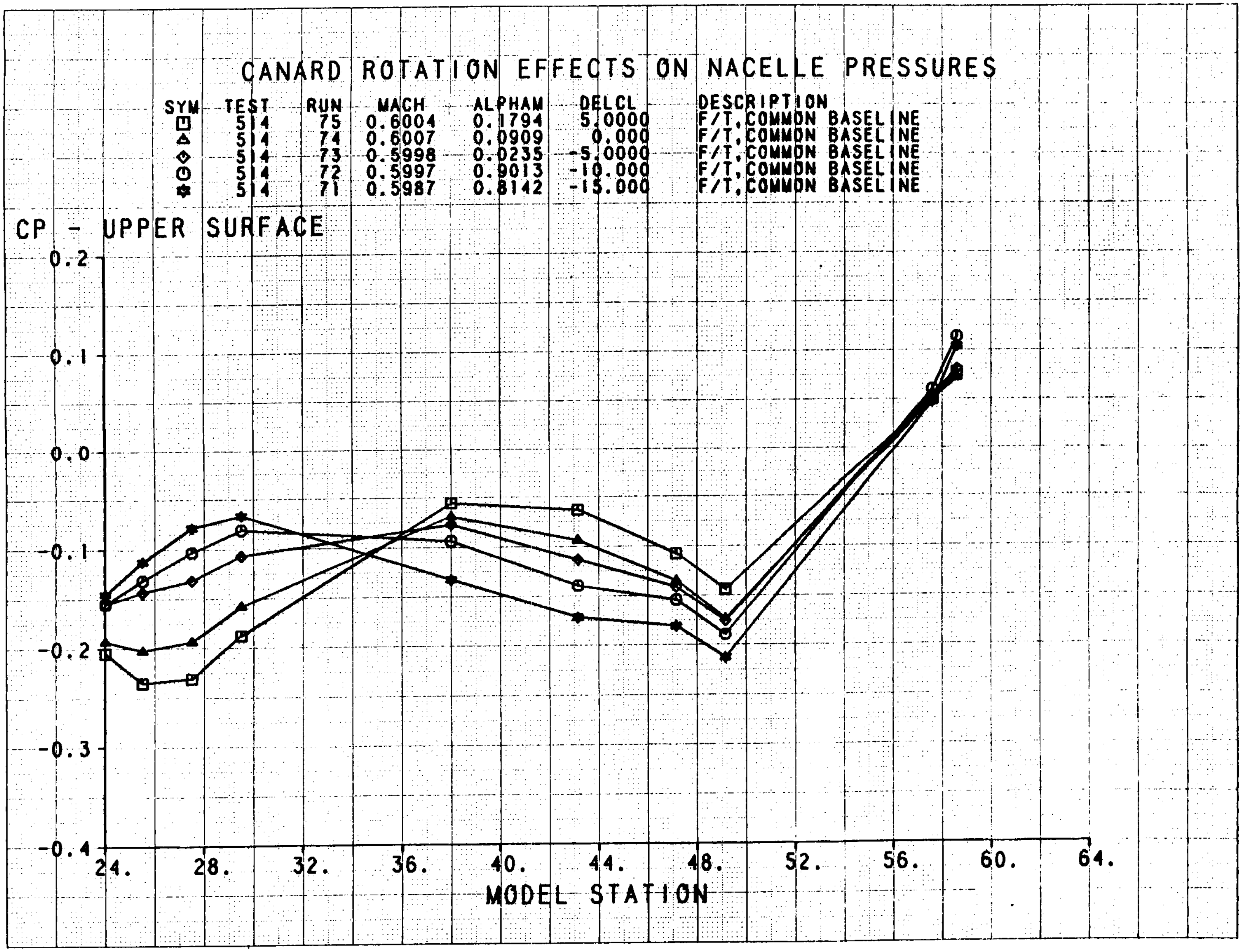
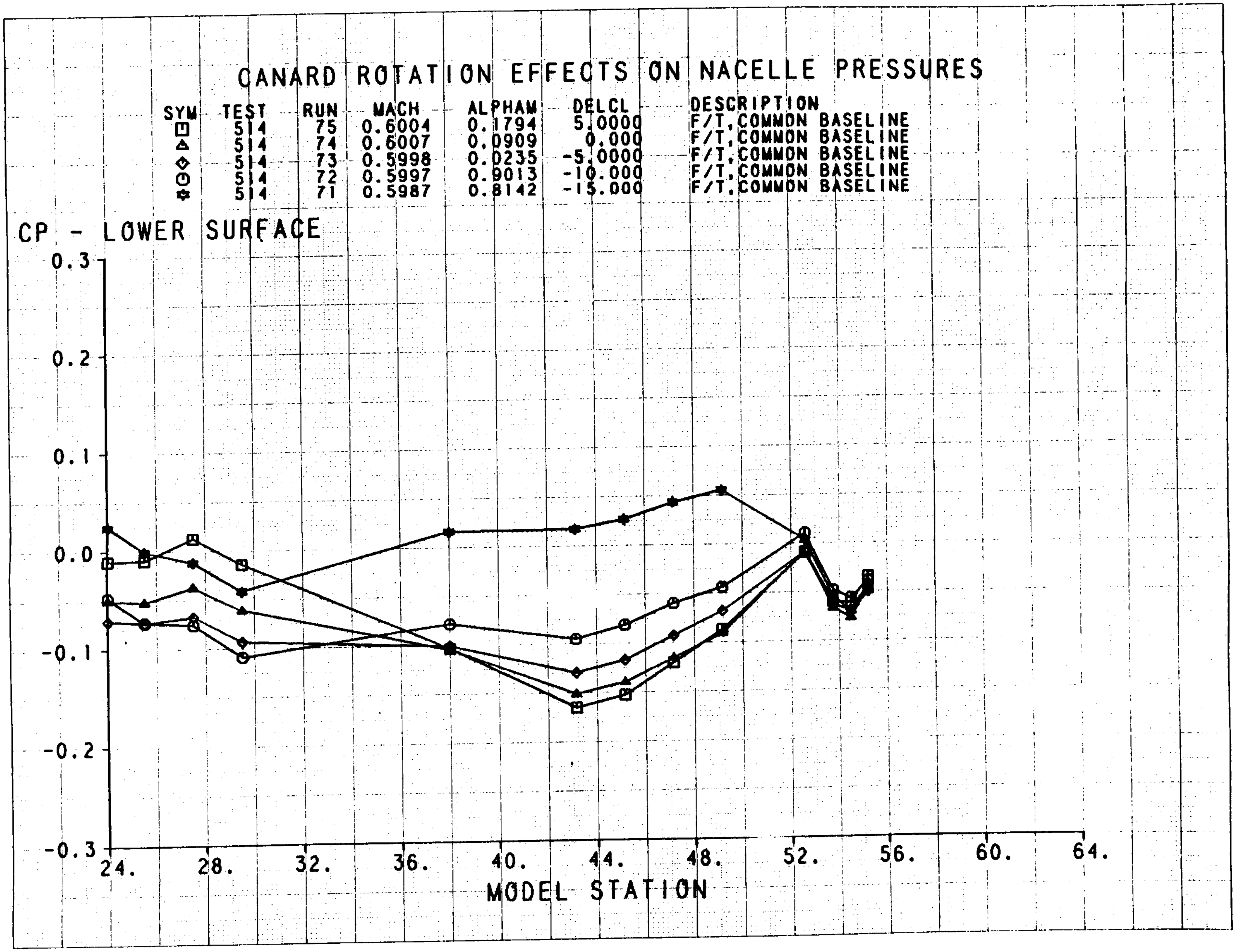
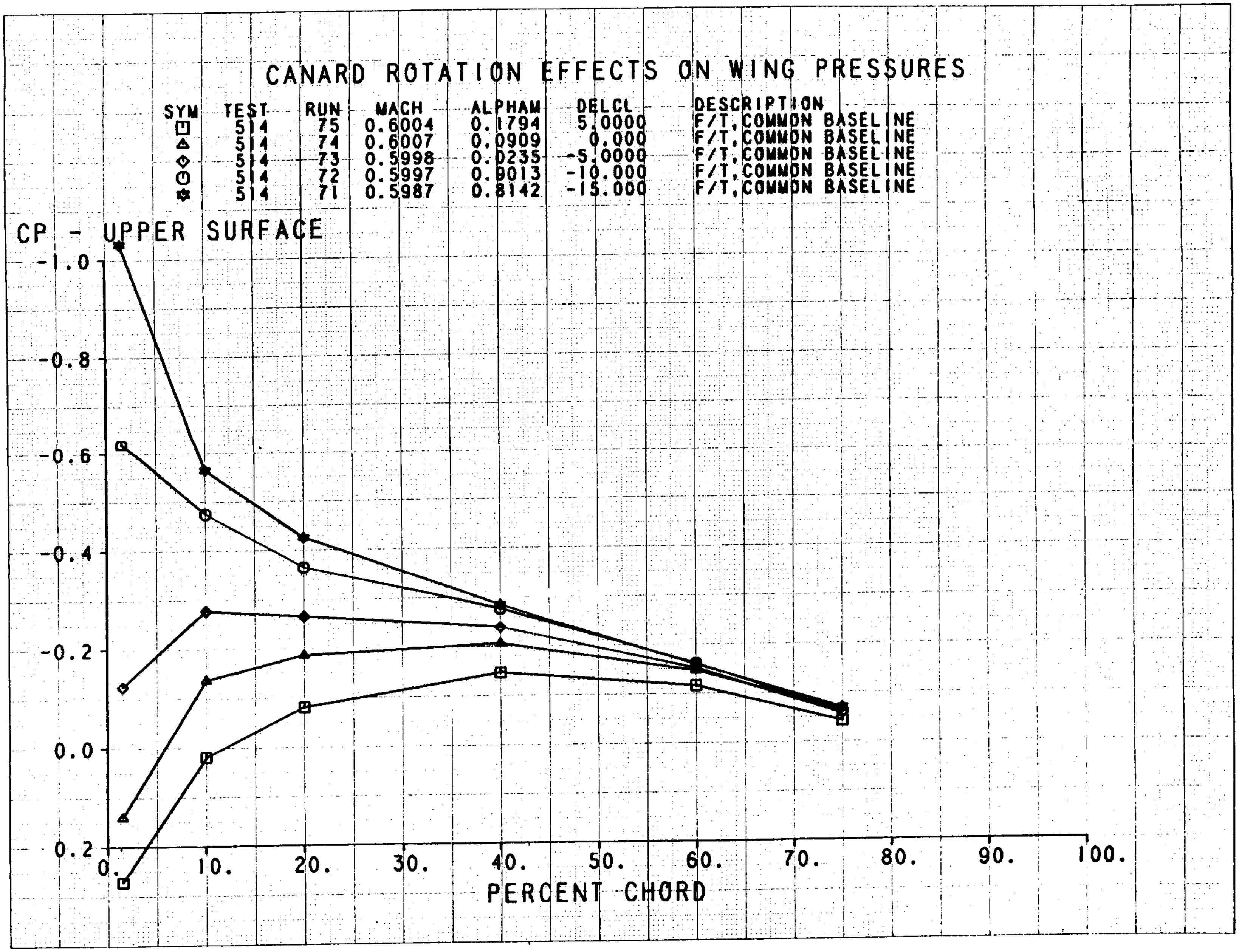
514 67 0.3988 0.0541 0.000 F/T,COMMON BASELINE
514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
514 69 0.3989 -0.0848 -10.000 F/T,COMMON BASELINE
514 70 0.3991 -0.1436 -15.000 F/T,COMMON BASELINE
LOWER SURFACE
CP -
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 75 0.6004 0.1794 5.0000 F/T,COMMON BASELINE
514 74 0.6007 0.0909 0.000 F/T,COMMON BASELINE
514 73 0.5998 0.0235 -5.0000 F/T,COMMON BASELINE
514 72 0.5997 0.9013 -10.000 F/T,COMMON BASELINE
514 71 0.5987 0.8142 -15.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 75 0.6004 0.1794 5.0000 F/T,COMMON BASELINE
△ 514 74 0.6007 0.0909 0.000 F/T,COMMON BASELINE
◇ 514 73 0.5998 0.0235 -5.0000 F/T,COMMON BASELINE
⊙ 514 72 0.5997 0.9013 -10.000 F/T,COMMON BASELINE
✱ 514 71 0.5987 0.8142 -15.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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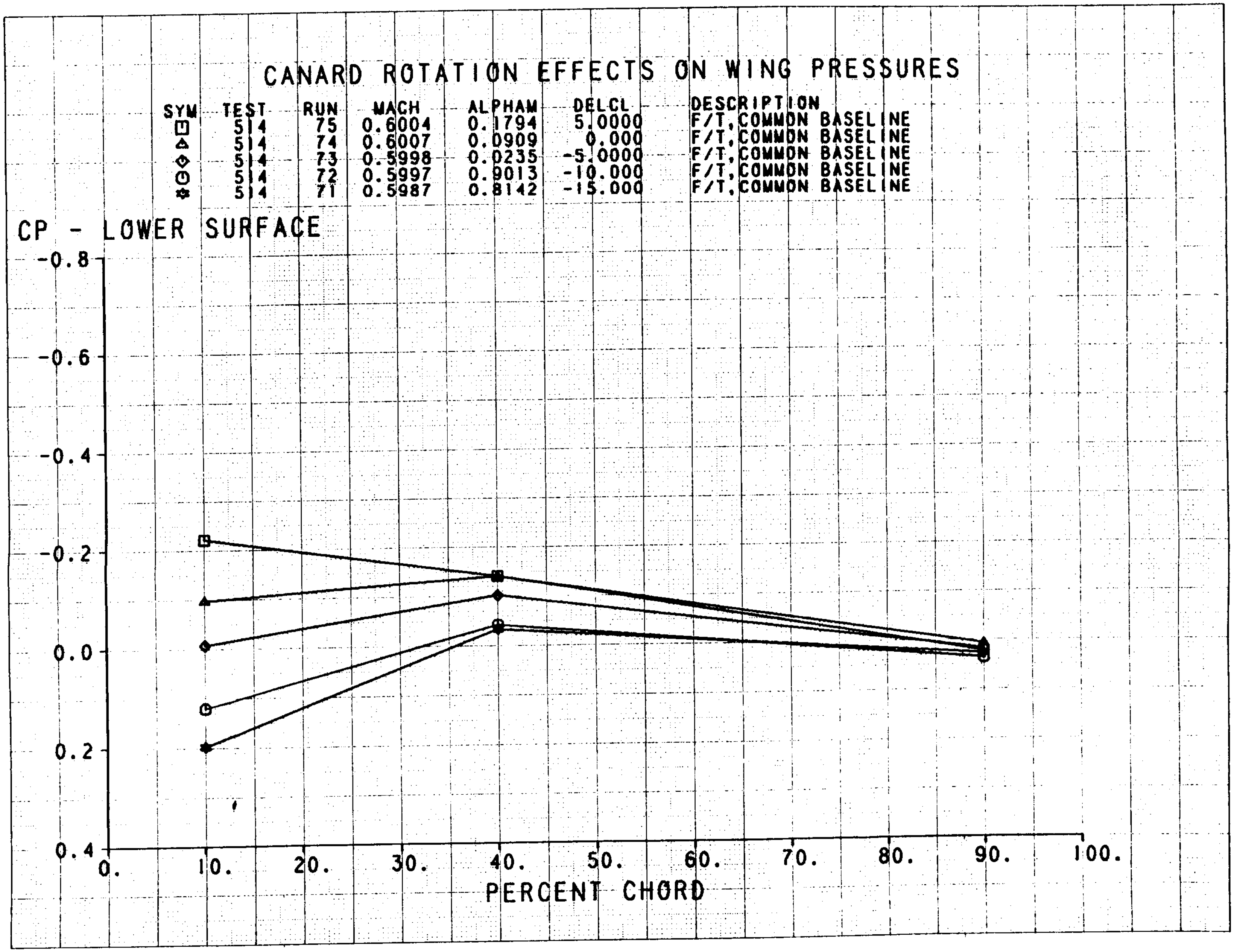
514 74 0.6007 0.0909 0.000 F/T,COMMON BASELINE
514 73 0.5998 0.0235 -5.0000 F/T,COMMON BASELINE
514 72 0.5997 0.9013 -10.000 F/T,COMMON BASELINE
514 71 0.5987 0.8142 -15.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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514 74 0.6007 0.0909 0.000 F/T,COMMON BASELINE
514 73 0.5998 0.0235 -5.0000 F/T,COMMON BASELINE
514 72 0.5997 0.9013 -10.000 F/T,COMMON BASELINE
514 71 0.5987 0.8142 -15.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
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10.
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30.
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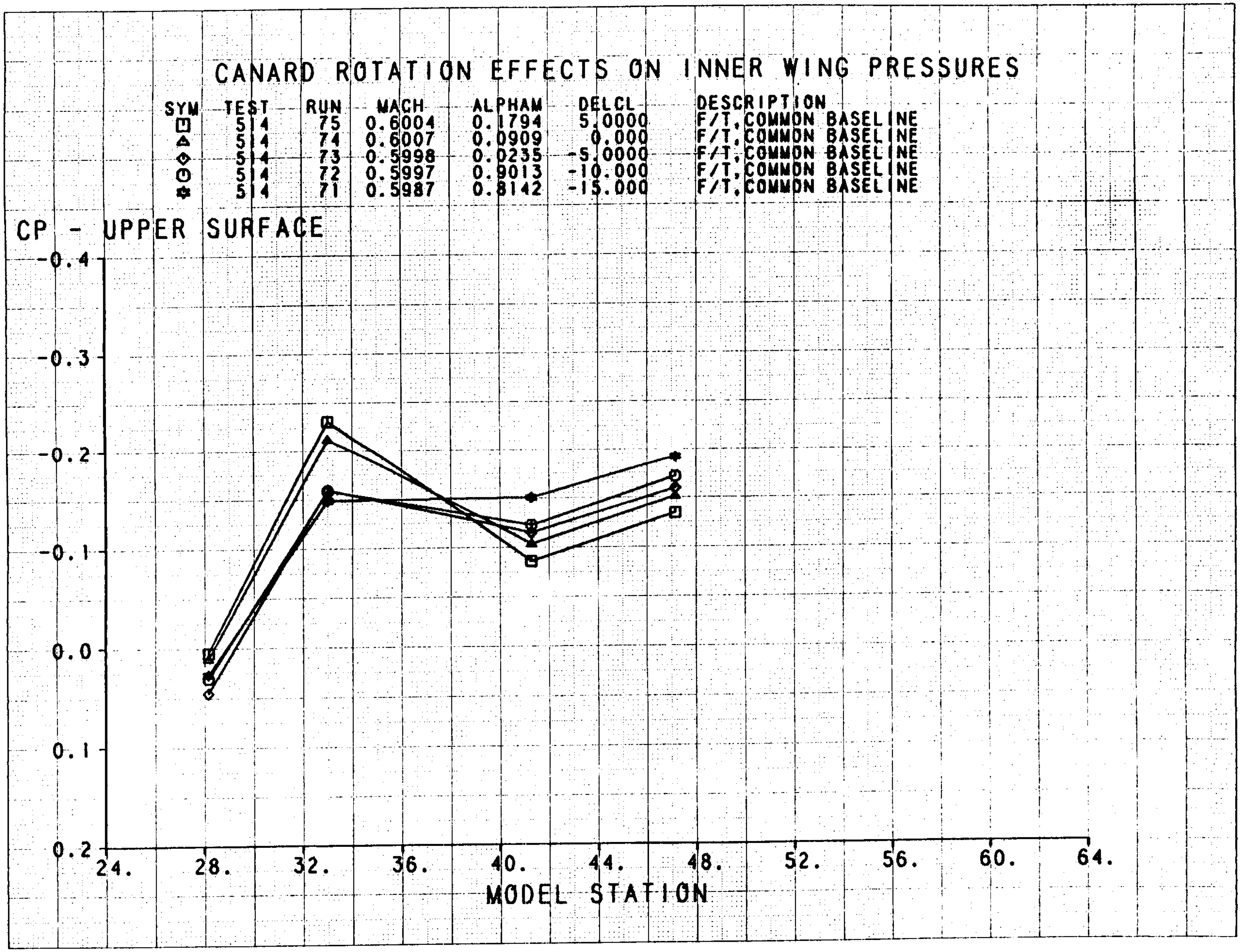
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 75 0.6004 0.1794 5.0000 F/T,COMMON BASELINE
△ 514 74 0.6007 0.0909 0.000 F/T,COMMON BASELINE
◇ 514 73 0.5998 0.0235 -5.0000 F/T,COMMON BASELINE
○ 514 72 0.5997 0.9013 -10.000 F/T,COMMON BASELINE
✱ 514 71 0.5987 0.8142 -15.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
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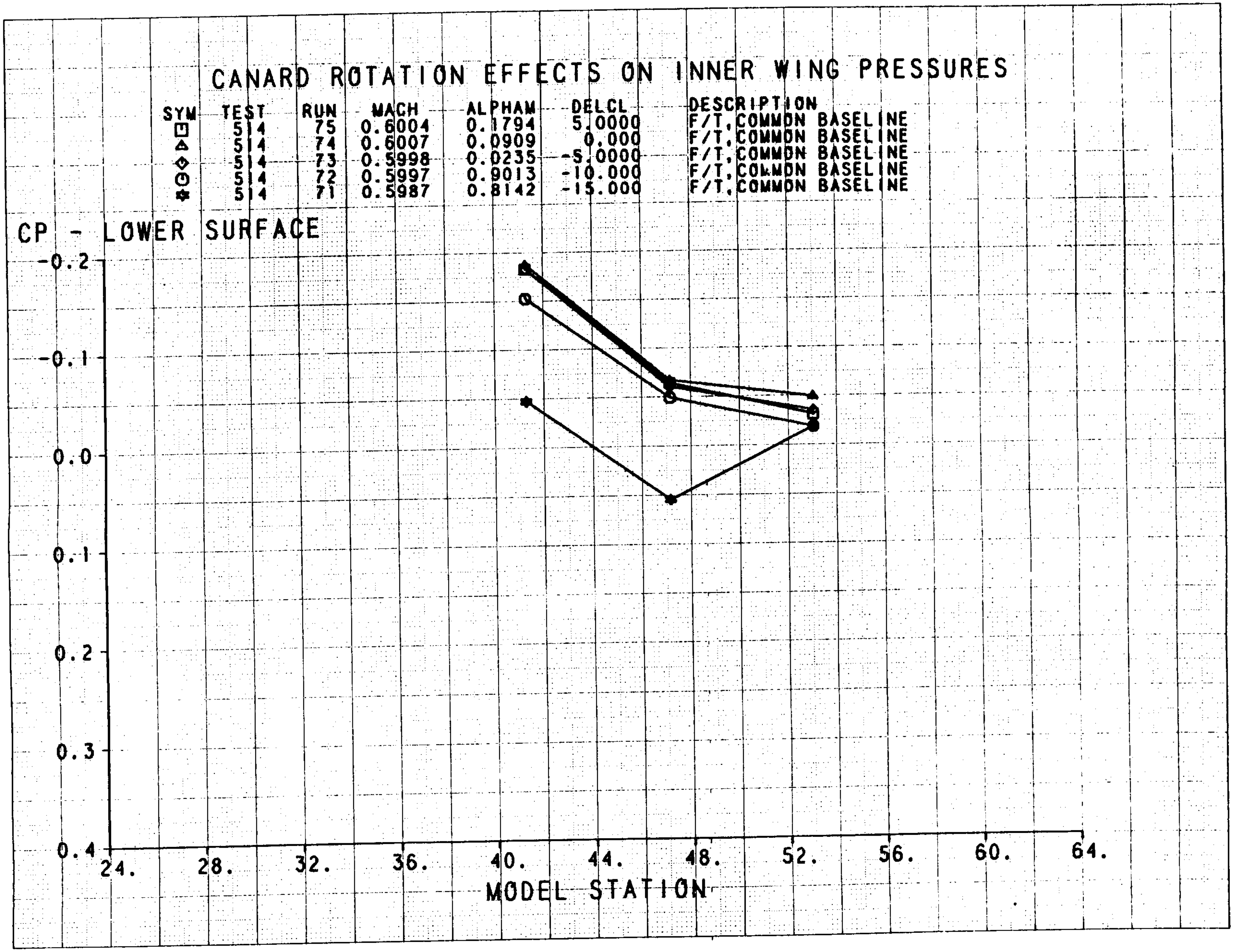
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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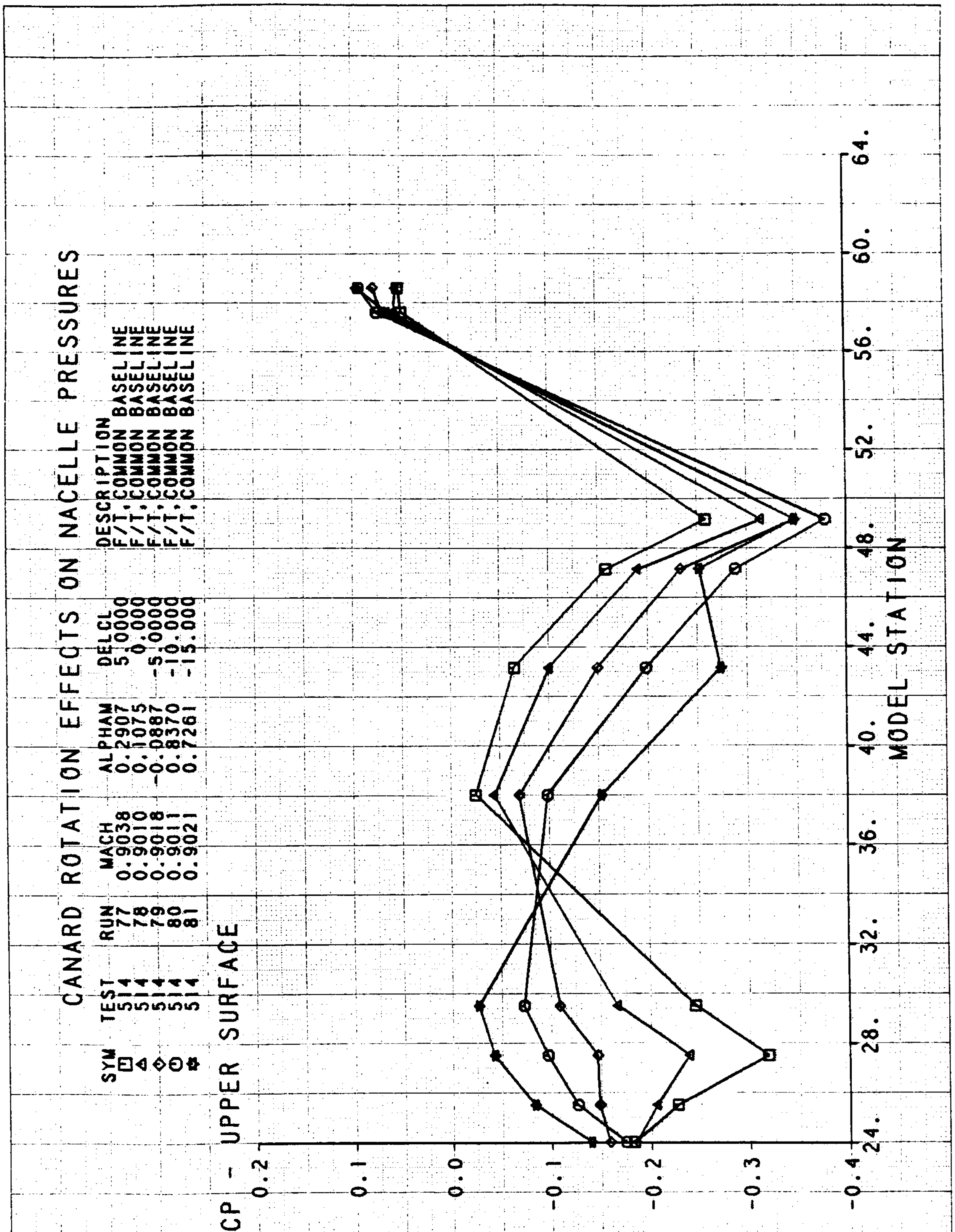
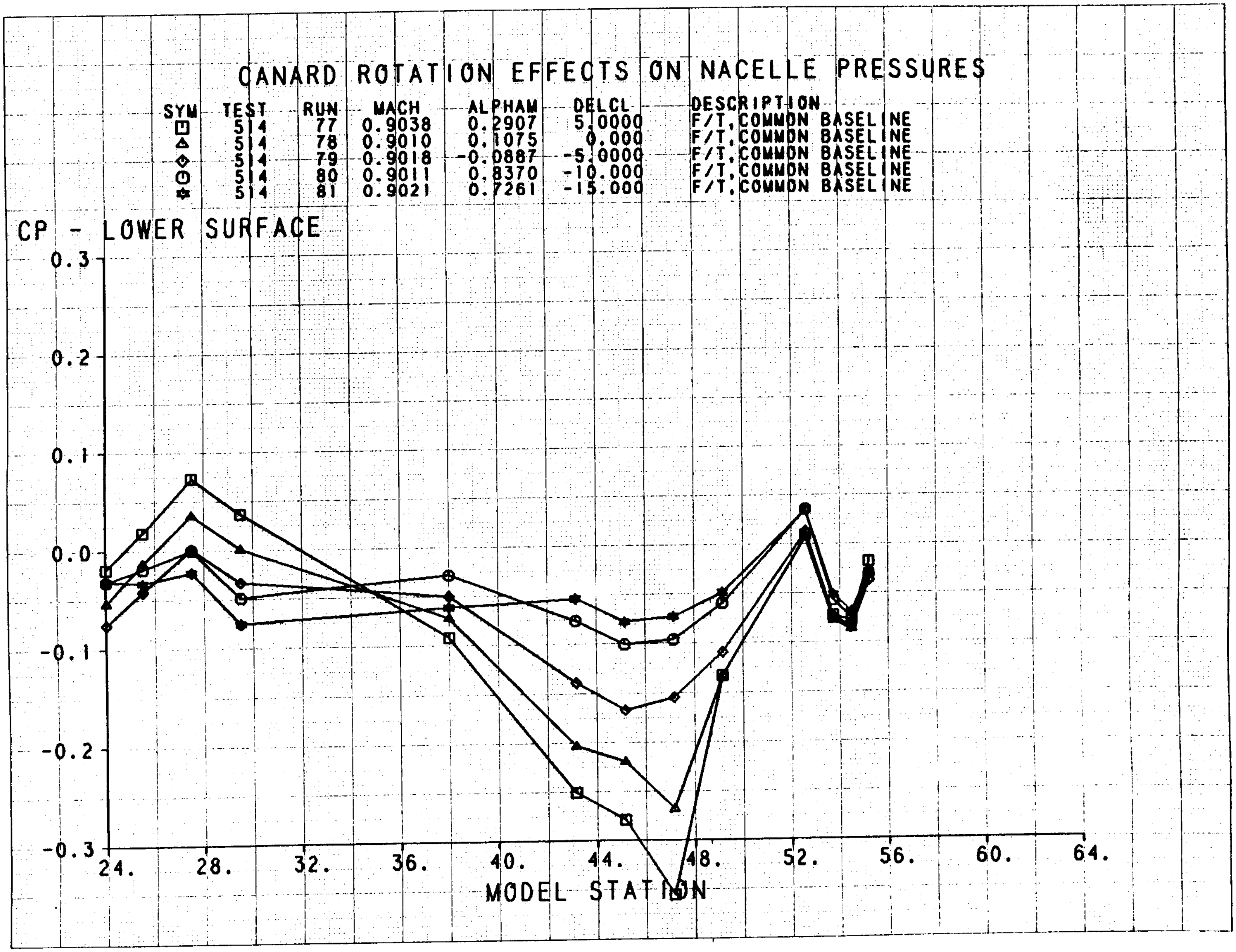
514 74 0.6007 0.0909 0.000 F/T,COMMON BASELINE
514 73 0.5998 0.0235 -5.0000 F/T,COMMON BASELINE
514 72 0.5997 0.9013 -10.000 F/T,COMMON BASELINE
514 71 0.5987 0.8142 -15.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 77 0.9038 0.2907 5.0000 F/T,COMMON BASELINE
514 78 0.9010 0.1075 0.000 F/T,COMMON BASELINE
514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
514 80 0.9011 0.8370 -10.000 F/T,COMMON BASELINE
514 81 0.9021 0.7261 -15.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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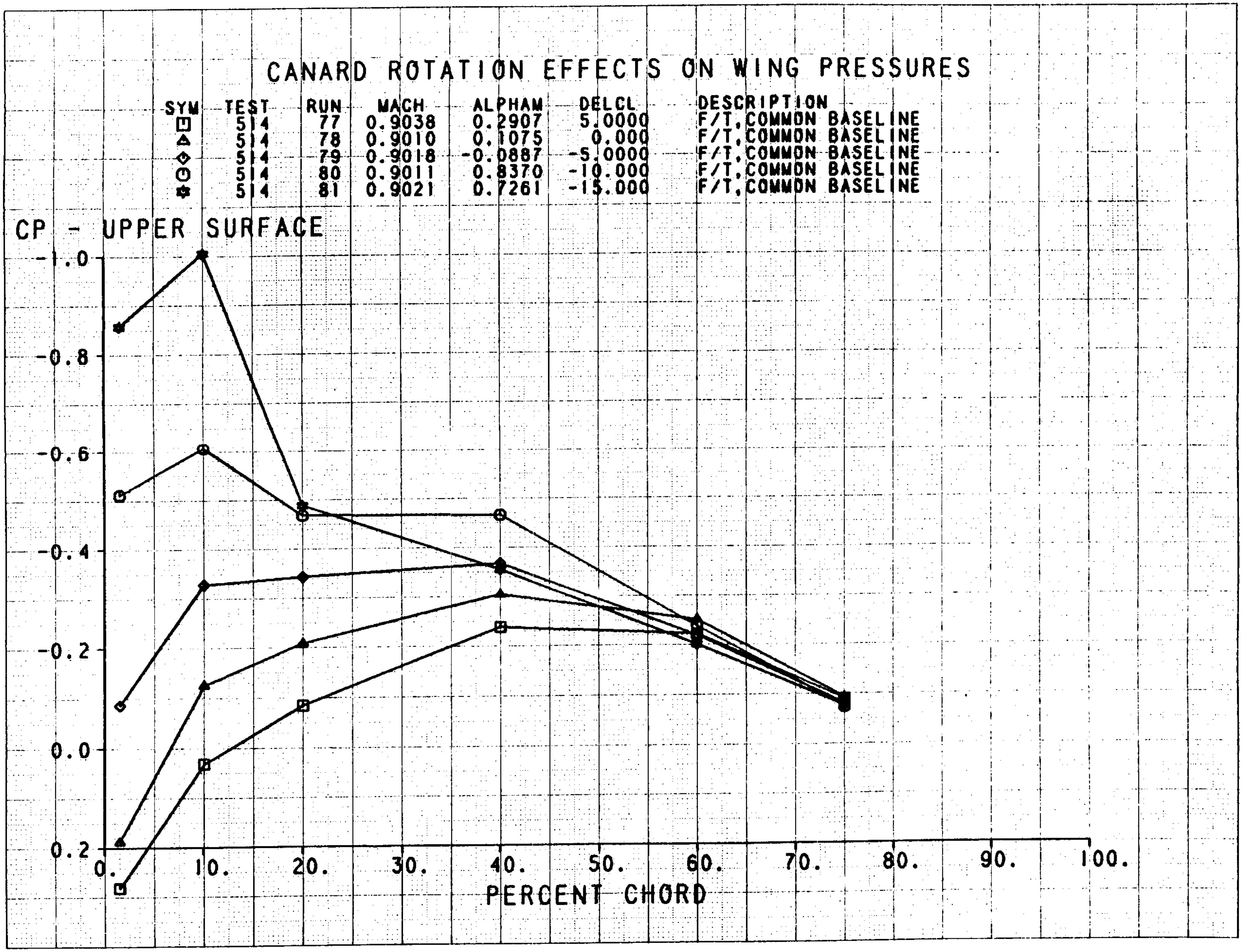
514 78 0.9010 0.1075 0.000 F/T,COMMON BASELINE
514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
514 80 0.9011 0.8370 -10.000 F/T,COMMON BASELINE
514 81 0.9021 0.7261 -15.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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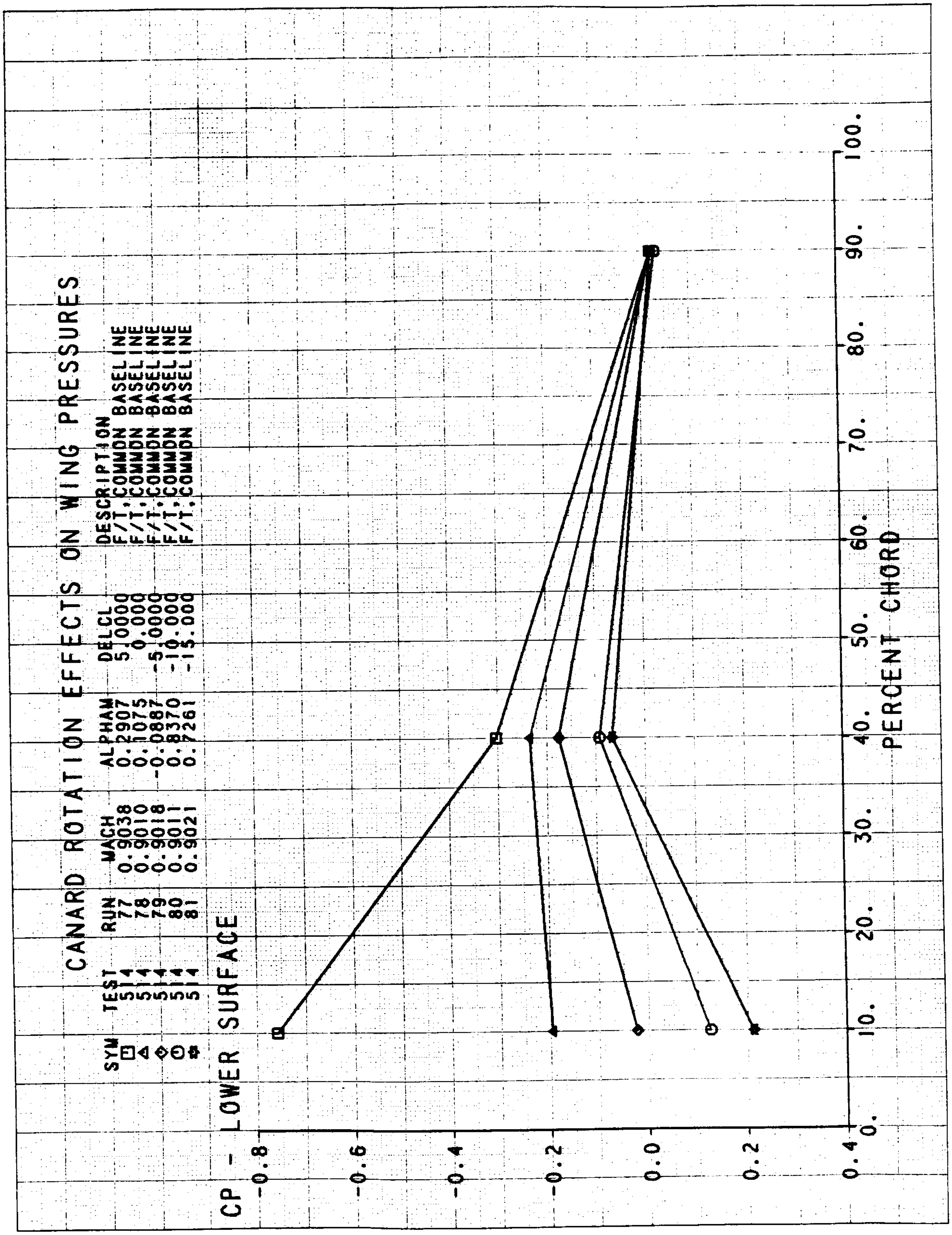
514 78 0.9010 0.1075 0.000 F/T,COMMON BASELINE
514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
514 80 0.9011 0.8370 -10.000 F/T,COMMON BASELINE
514 81 0.9021 0.7261 -15.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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△ 514 78 0.9010 0.1075 0.0000 F/T,COMMON BASELINE
◇ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
○ 514 80 0.9011 0.8370 -10.000 F/T,COMMON BASELINE
514 81 0.9021 0.7261 -15.000 F/T,COMMON BASELINE
LOWER SURFACE
CP
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
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10.
20.
30.
40.
50.
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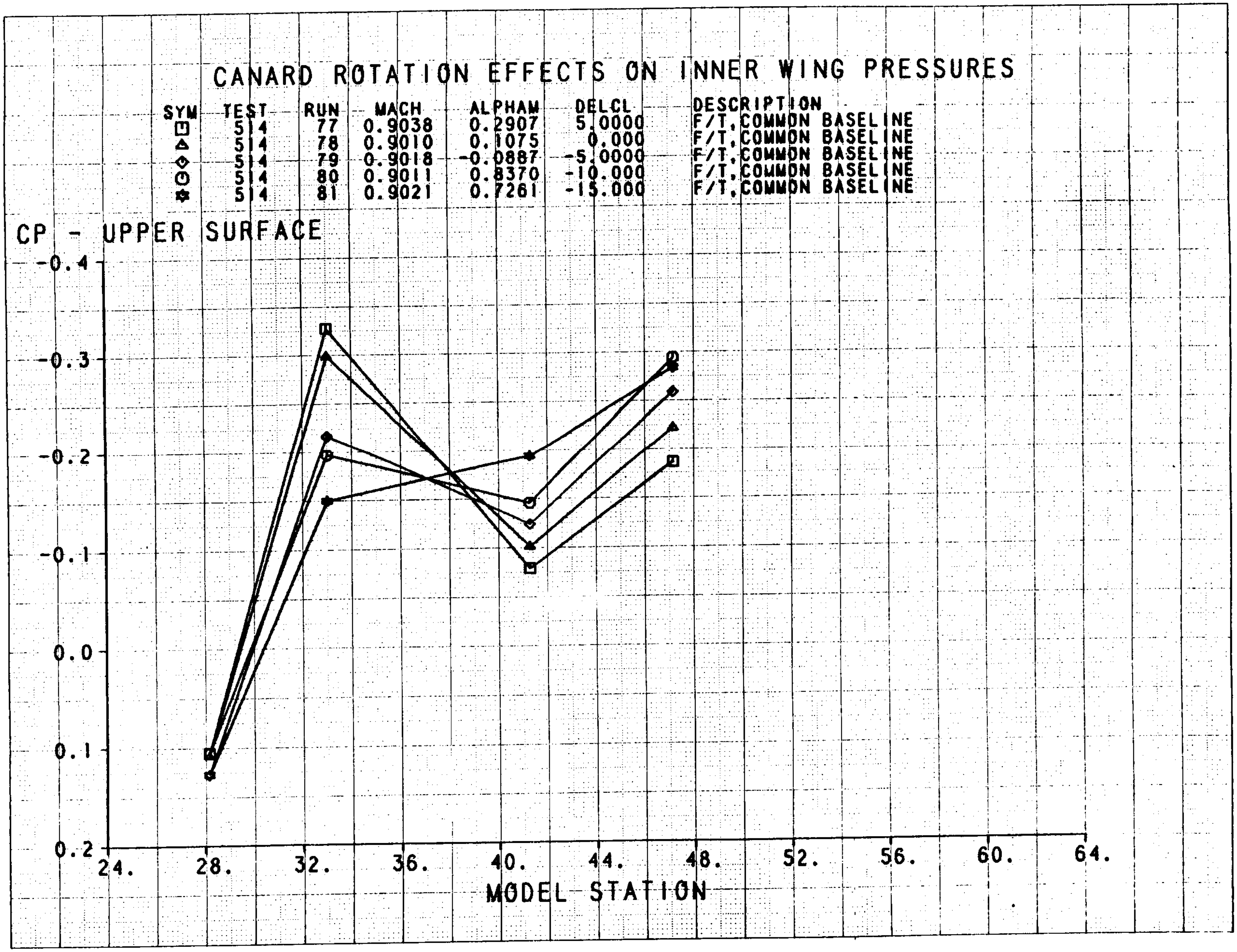
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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514 78 0.9010 0.1075 0.000 F/T,COMMON BASELINE
514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
514 80 0.9011 0.8370 -10.000 F/T,COMMON BASELINE
514 81 0.9021 0.7261 -15.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
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44.
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52.
56.
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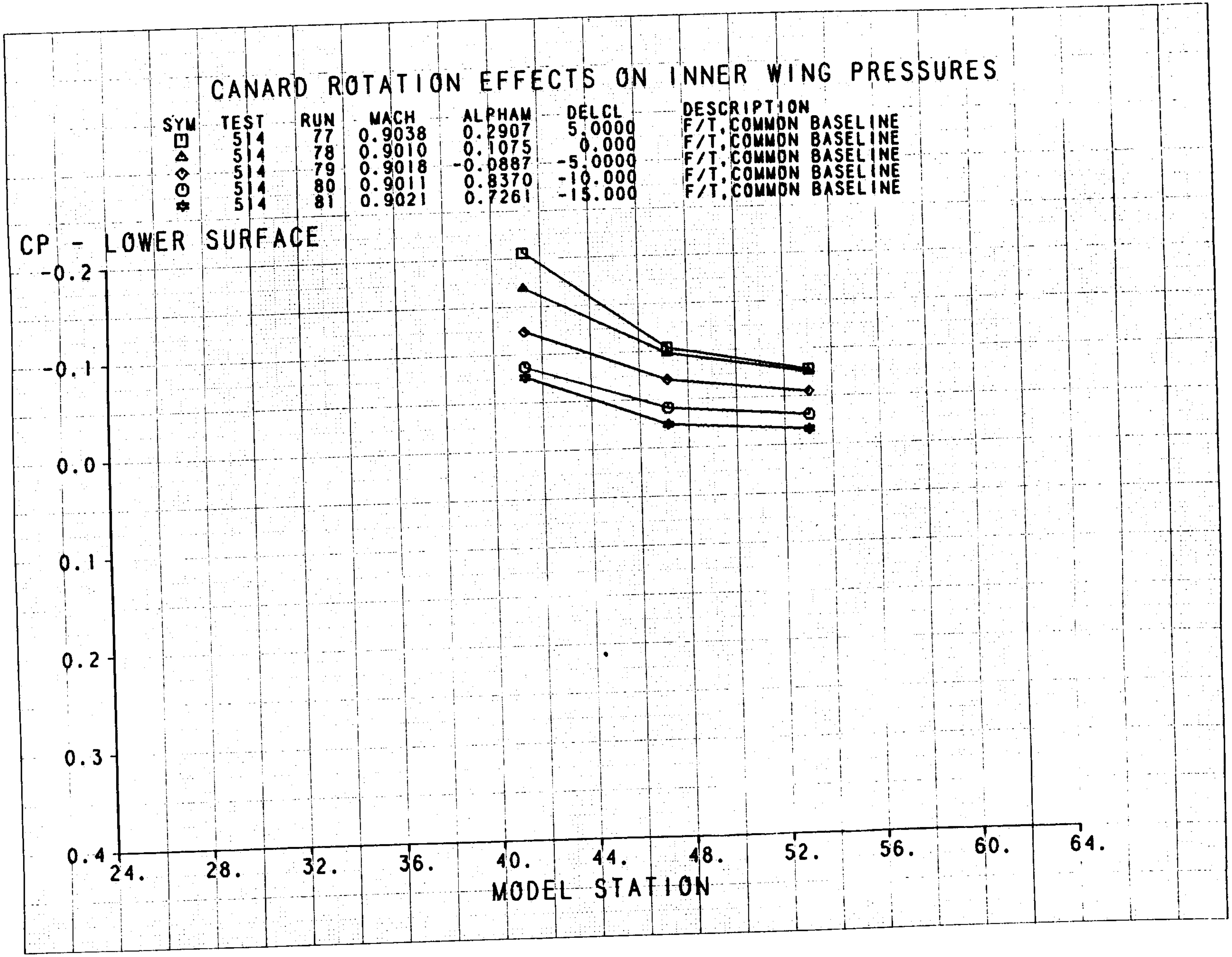
64.
MODEL STATION



CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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514 78 0.9010 0.1075 0.000 F/T,COMMON BASELINE
514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
514 80 0.9011 0.8370 -10.000 F/T,COMMON BASELINE
514 81 0.9021 0.7261 -15.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
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24.
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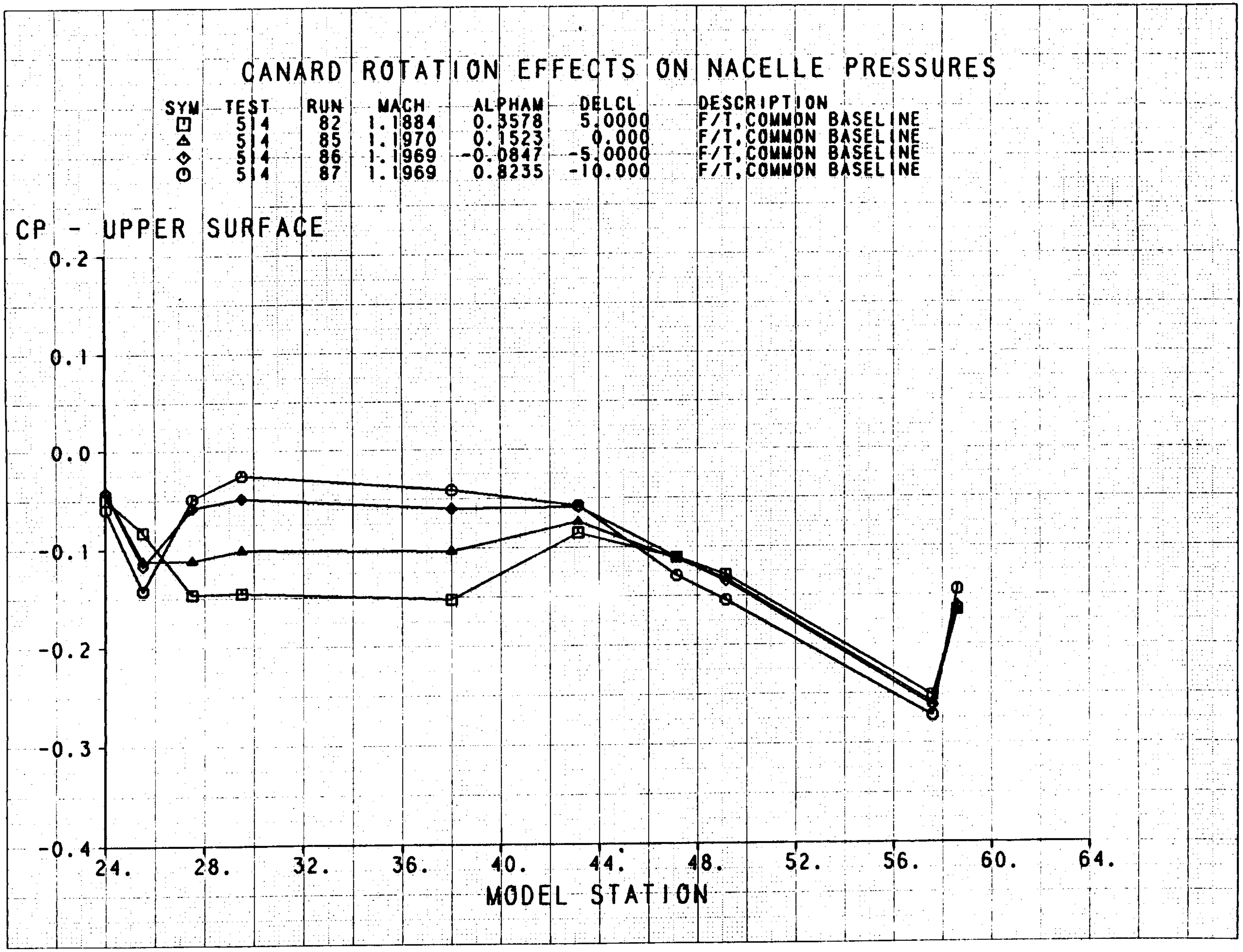
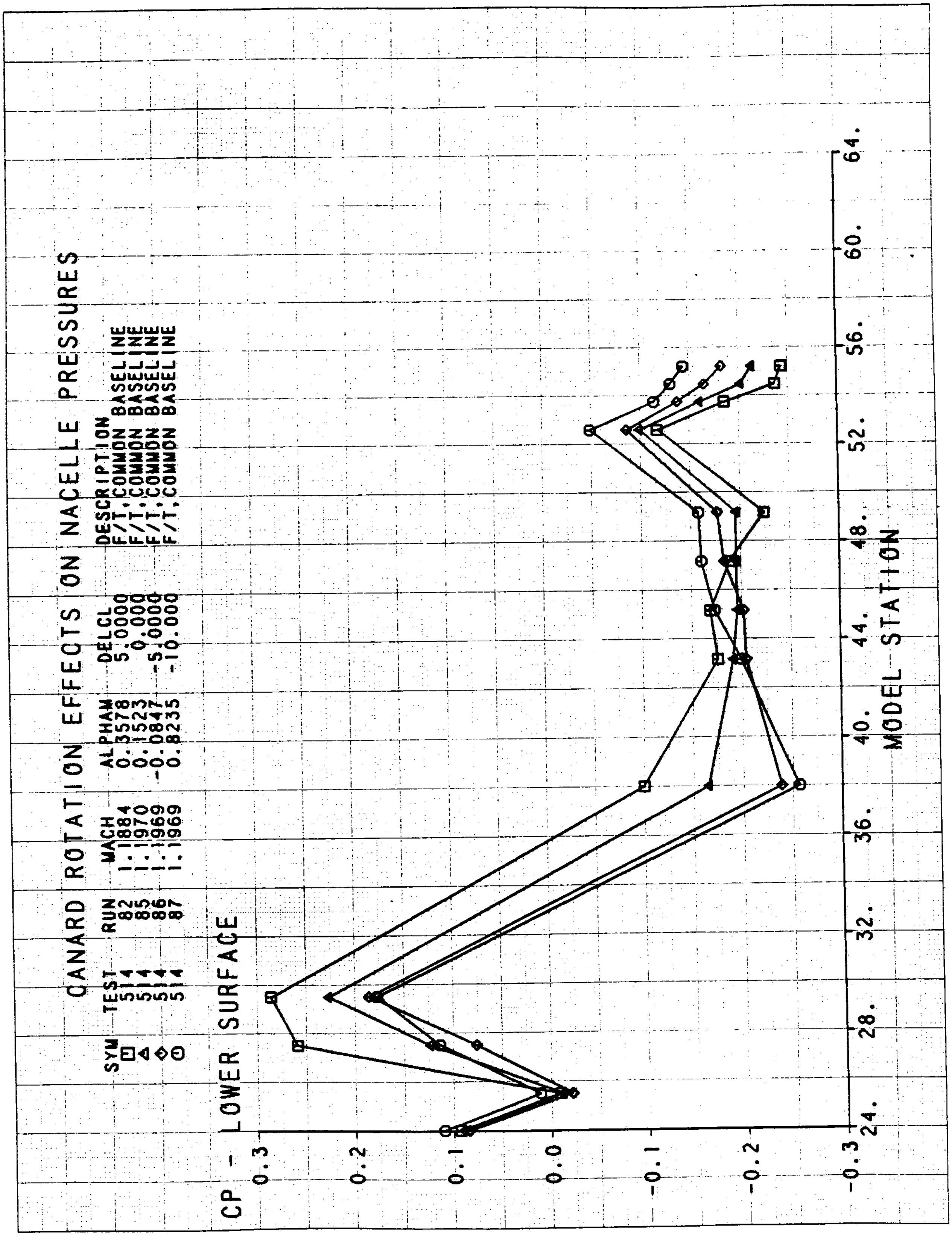
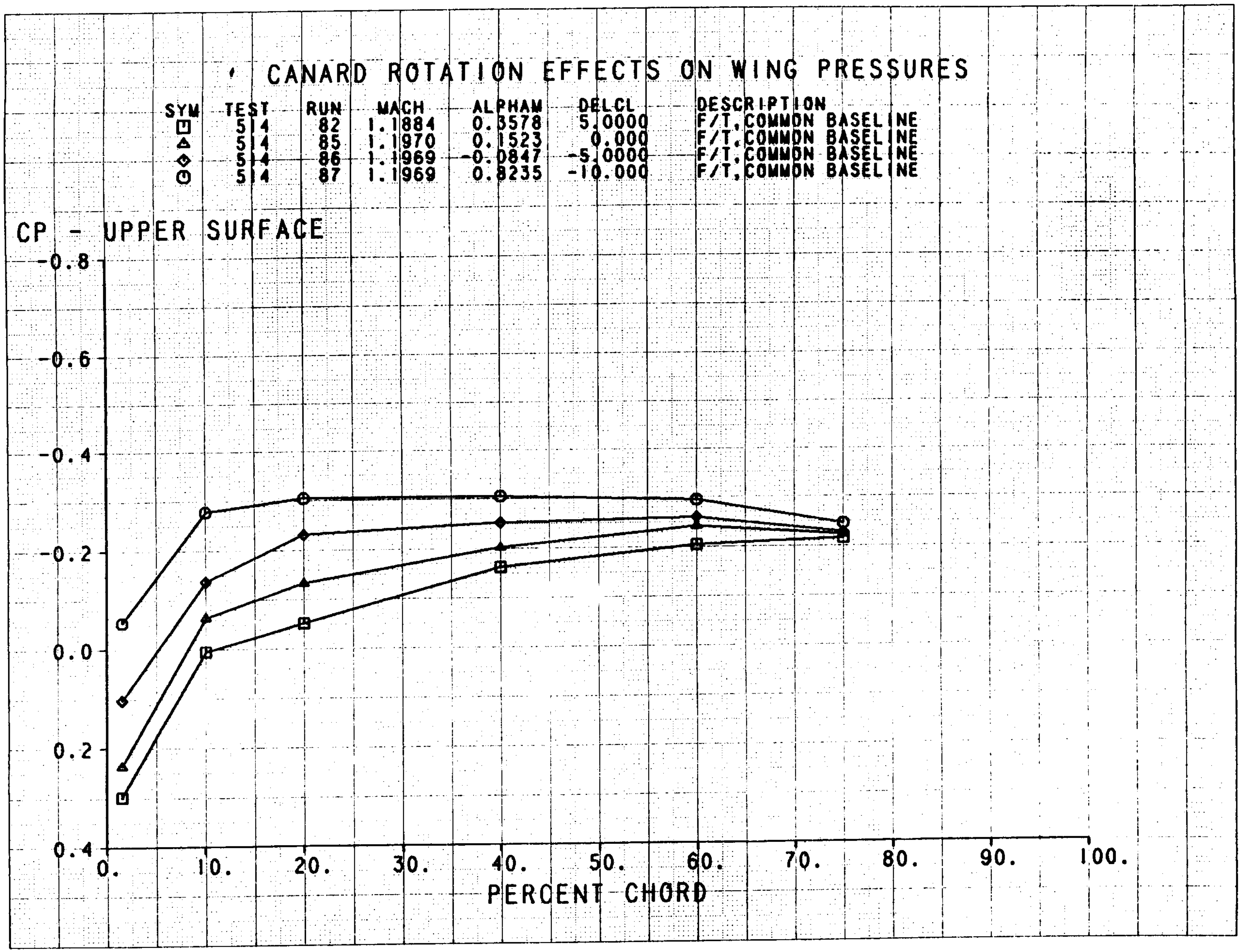
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 82 1.1884 0.3578 5.0000 F/T,COMMON BASELINE
514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
514 86 1.1969 -0.0847 -5.0000 F/T,COMMON BASELINE
514 87 1.1969 0.8235 -10.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 82 1.1884 0.3578 5.0000 F/T,COMMON BASELINE
△ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
◇ 514 86 1.1969 -0.0847 -5.0000 F/T,COMMON BASELINE
○ 514 87 1.1969 0.8235 -10.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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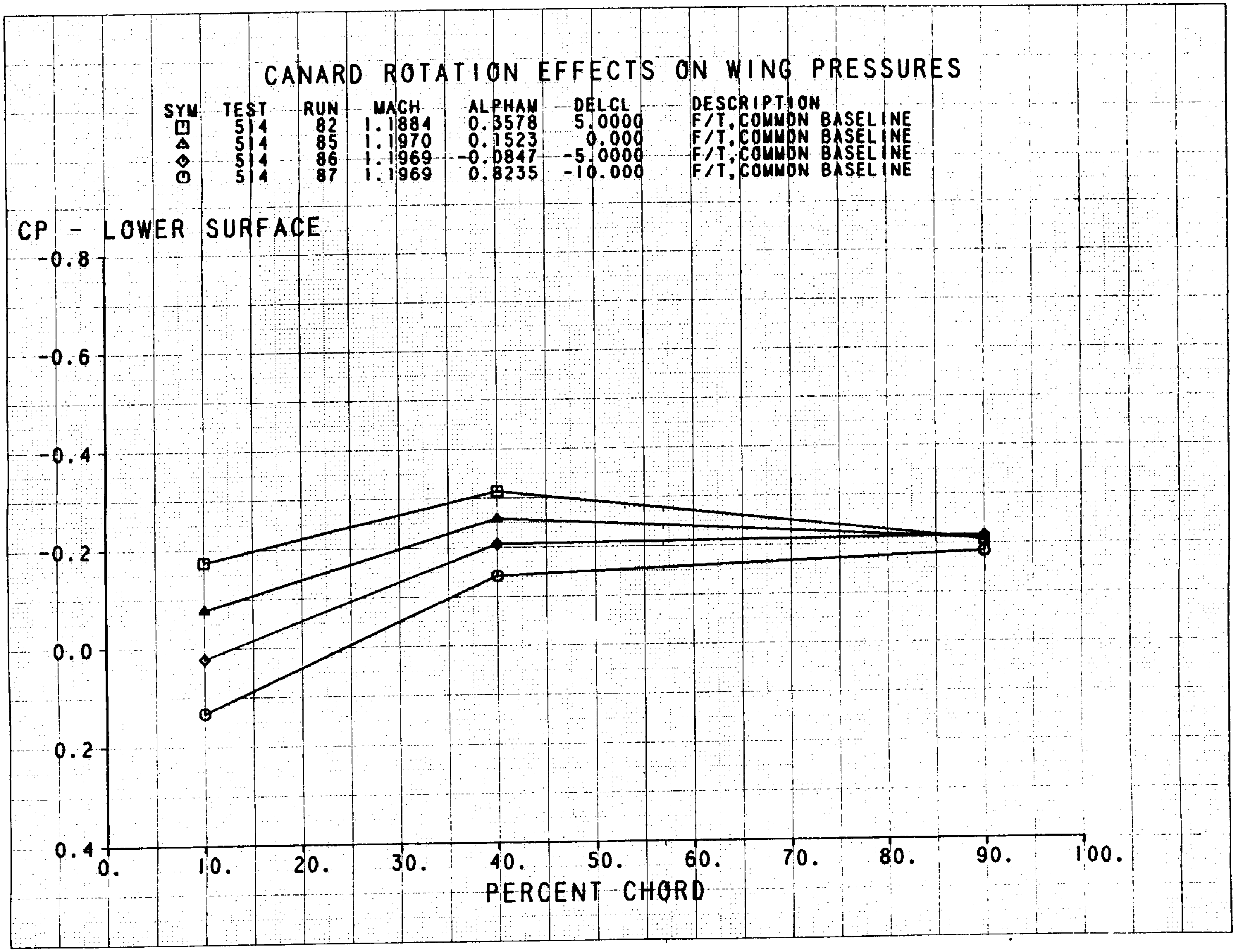
514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
514 86 1.1969 -0.0847 -5.0000 F/T,COMMON BASELINE
514 87 1.1969 0.8235 -10.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 82 1.1884 0.3578 5.0000 F/T,COMMON BASELINE
514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
514 86 1.1969 -0.0847 -5.0000 F/T,COMMON BASELINE
514 87 1.1969 0.8235 -10.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
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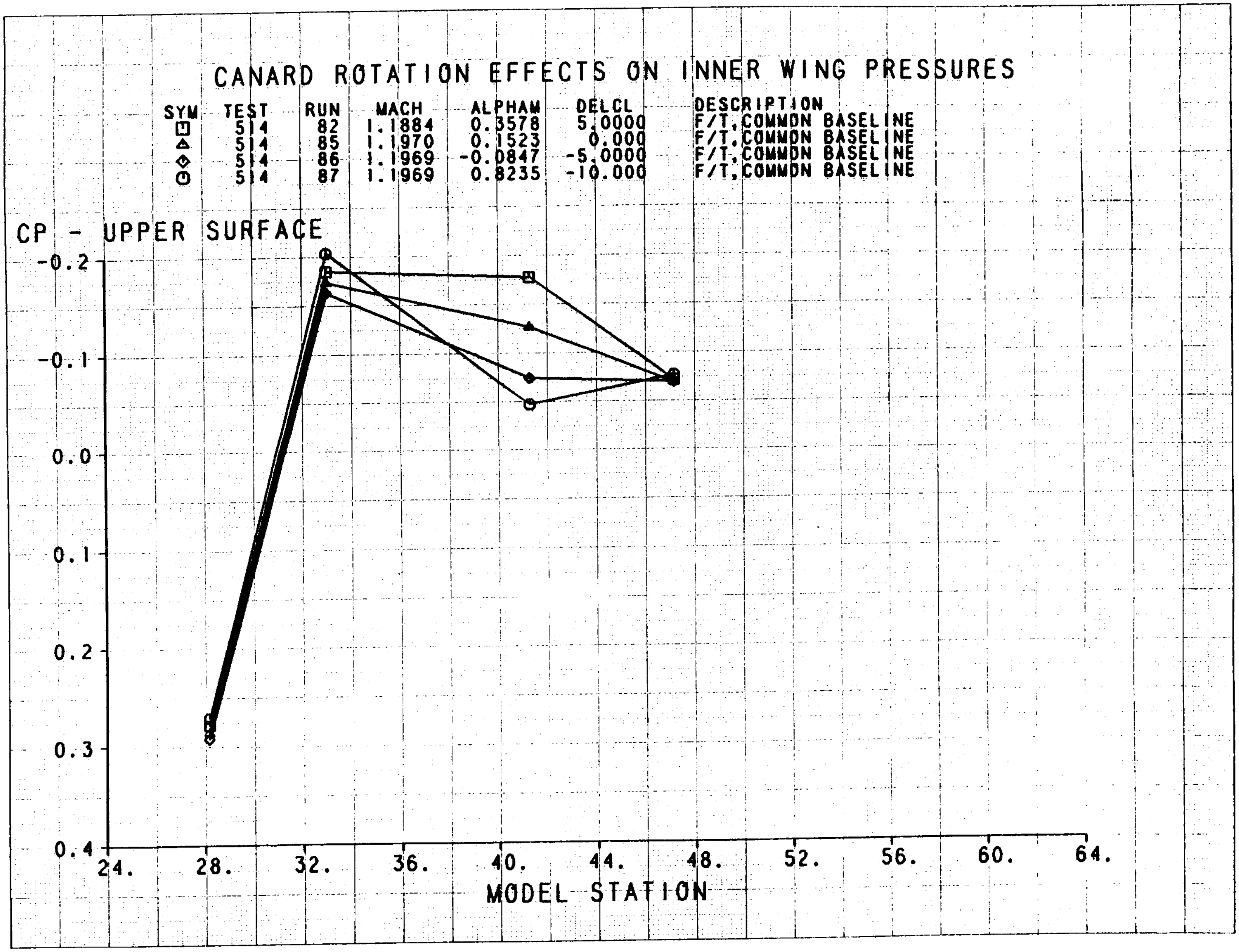
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
514 86 1.1969 -0.0847 -5.0000 F/T,COMMON BASELINE
514 87 1.1969 0.8235 -10.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
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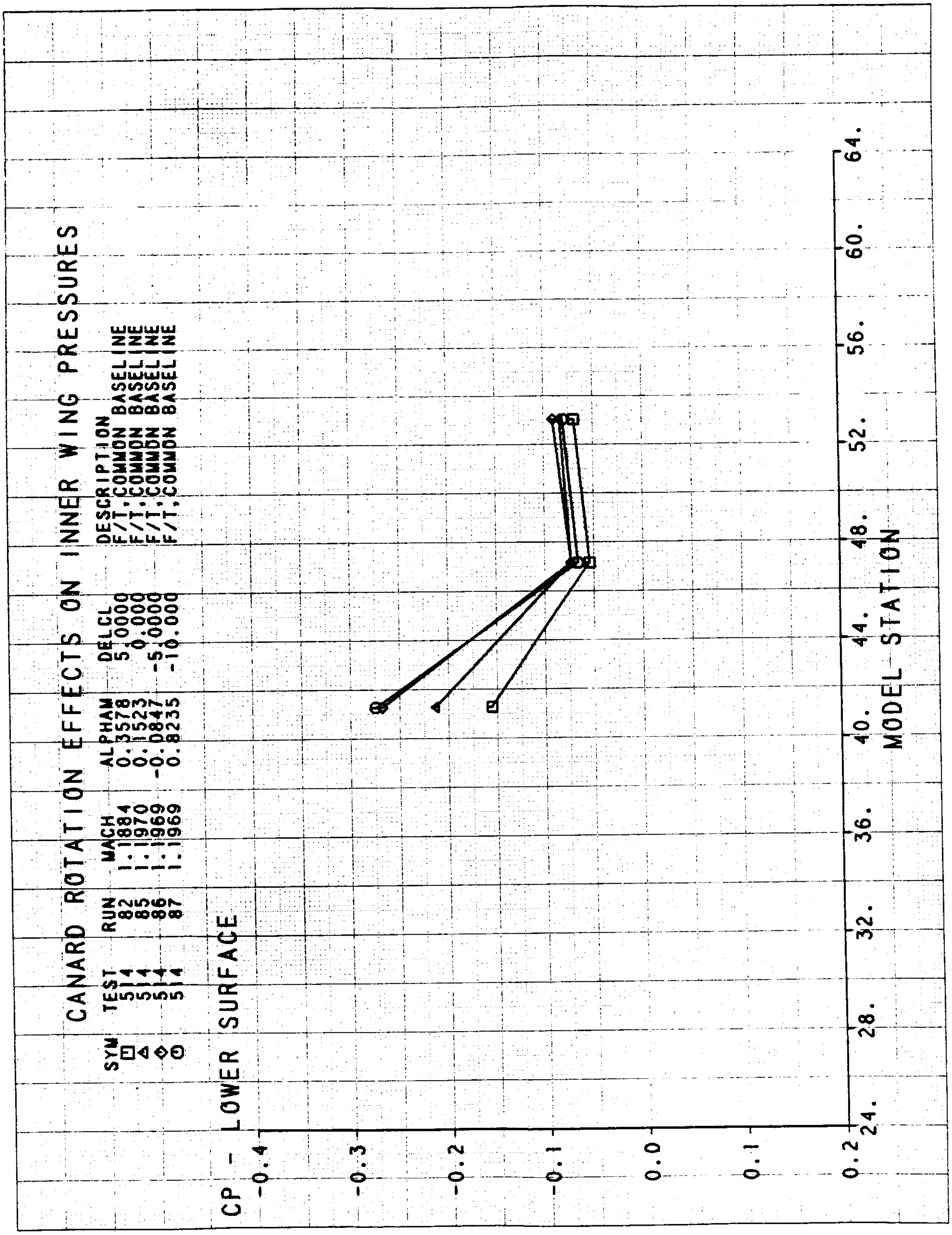
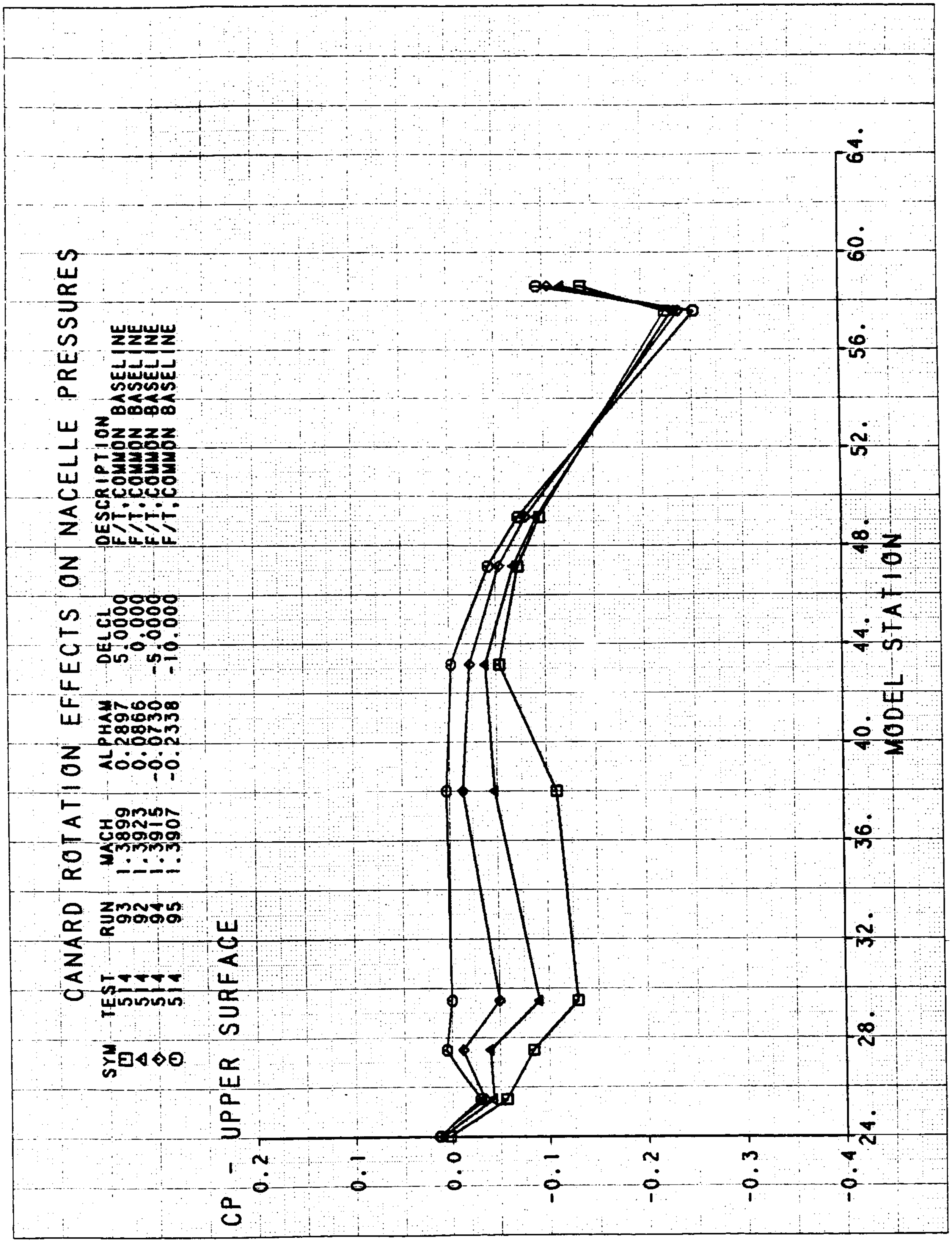
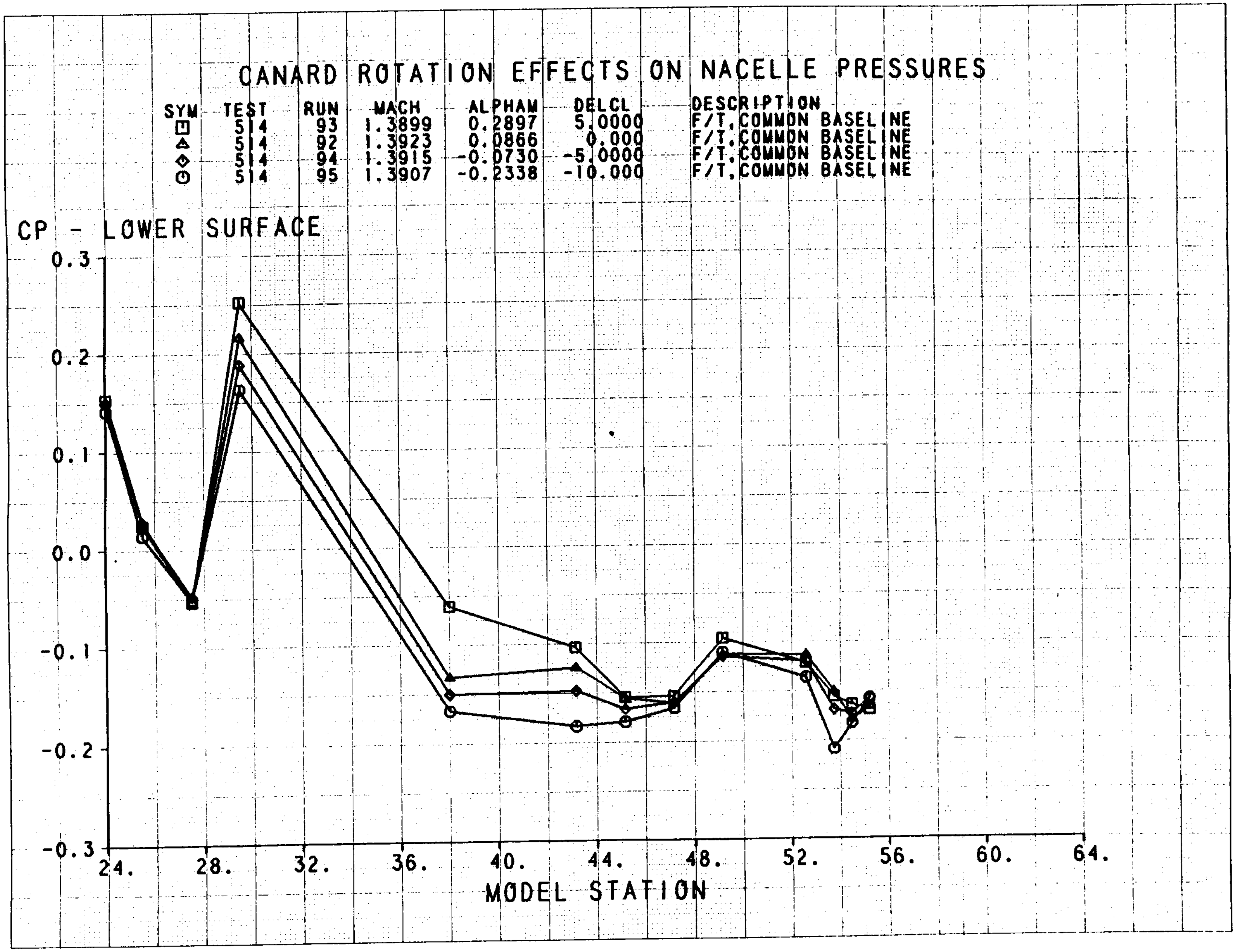
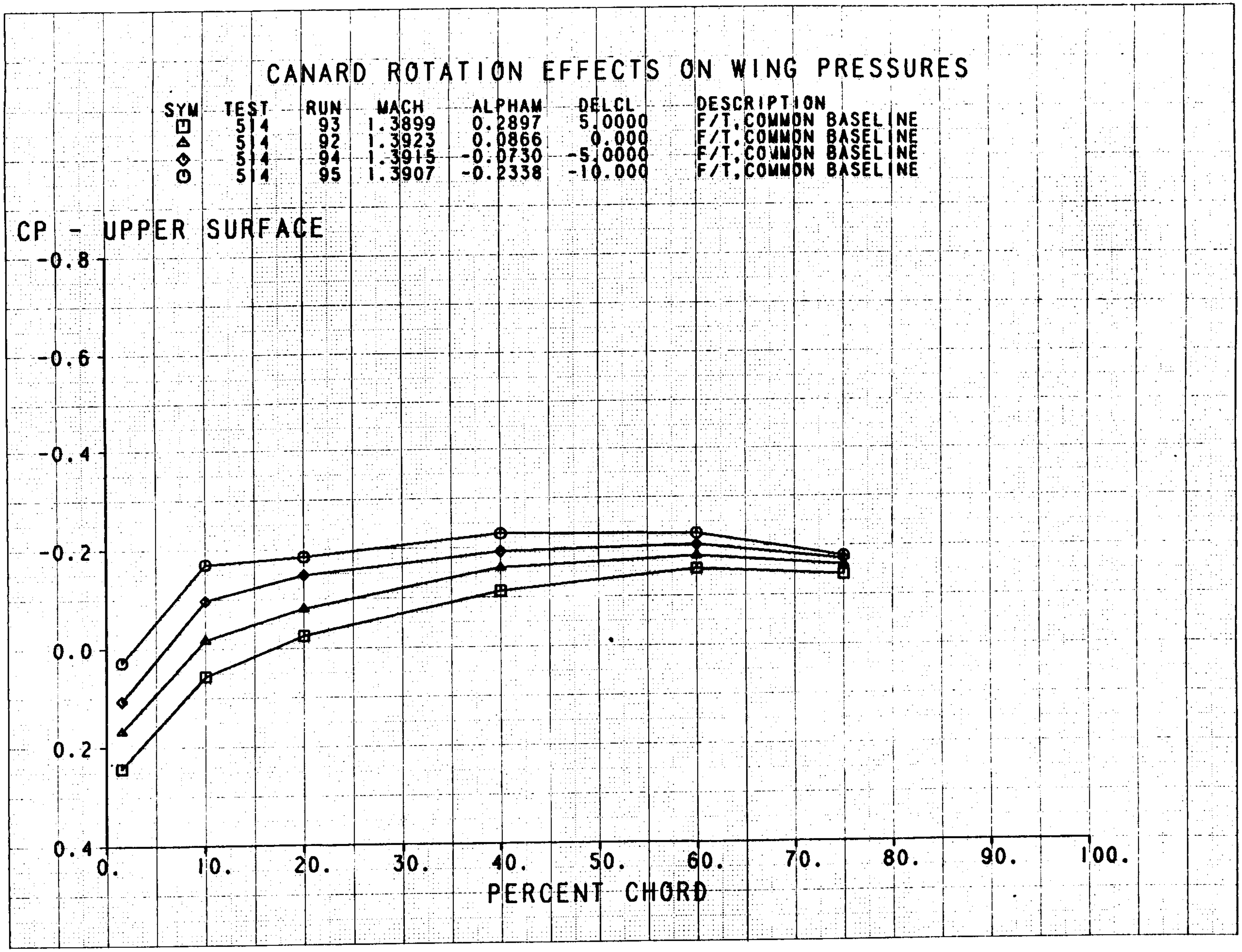
64.
MODEL STATION

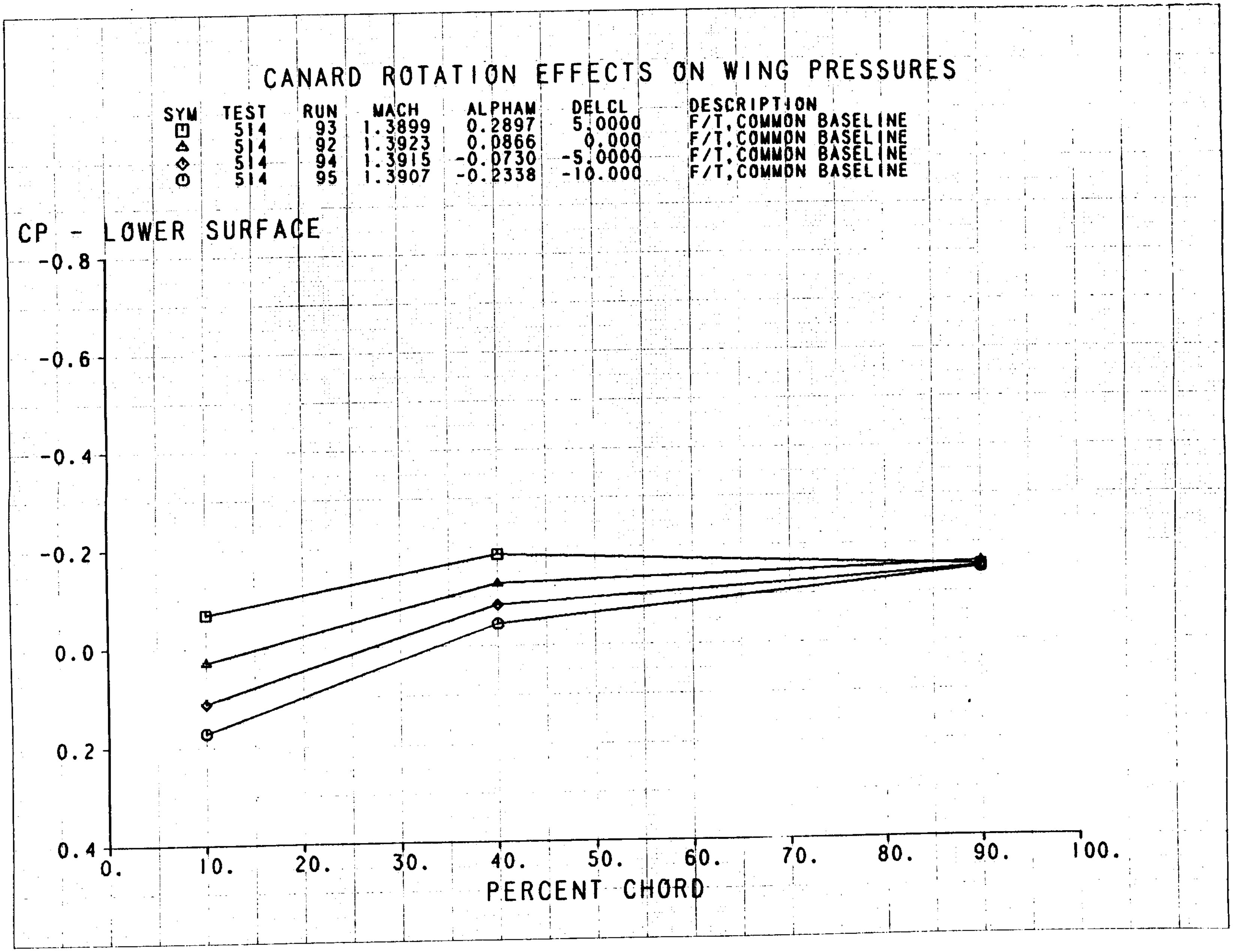

CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 82 1.1884 0.3578 5.0000 F/T,COMMON BASELINE
△ 514 85 1.1970 0.1523 0.0000 F/T,COMMON BASELINE
◇ 514 86 1.1969 -0.0847 -5.0000 F/T,COMMON BASELINE
⊙ 514 87 1.1969 0.8235 -10.000 F/T,COMMON BASELINE
LOWER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

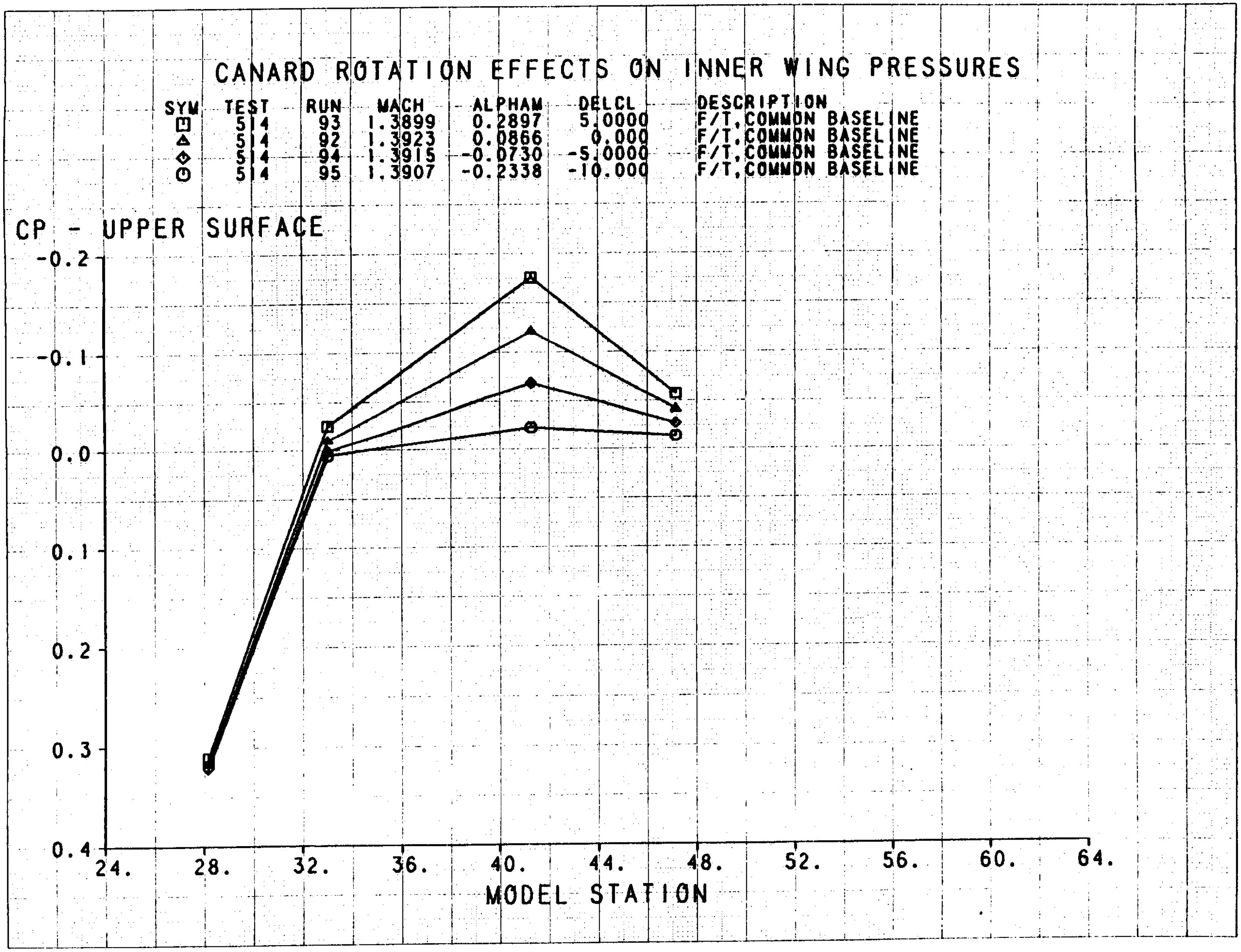

CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 93 1.3899 0.2897 5.0000 F/T,COMMON BASELINE
△ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
◇ 514 94 1.3915 -0.0730 -5.0000 F/T,COMMON BASELINE
○ 514 95 1.3907 -0.2338 -10.000 F/T,COMMON BASELINE
UPPER SURFACE
CP
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 93 1.3899 0.2897 5.0000 F/T,COMMON BASELINE
514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
514 94 1.3915 -0.0730 -5.0000 F/T,COMMON BASELINE
514 95 1.3907 -0.2338 -10.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

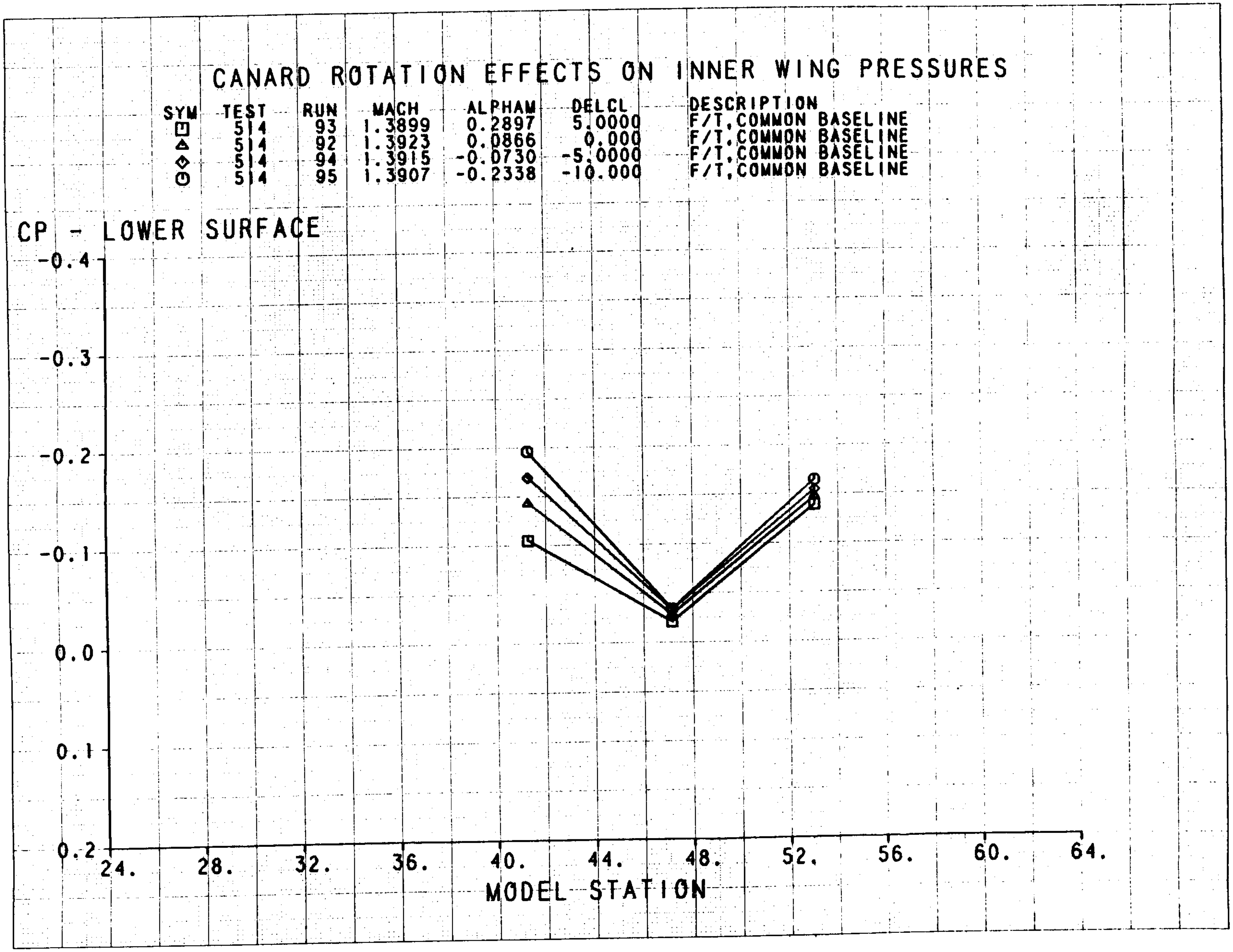


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 93 1.3899 0.2897 5.0000 F/T,COMMON BASELINE
514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
514 94 1.3915 -0.0730 -5.0000 F/T,COMMON BASELINE
514 95 1.3907 -0.2338 -10.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

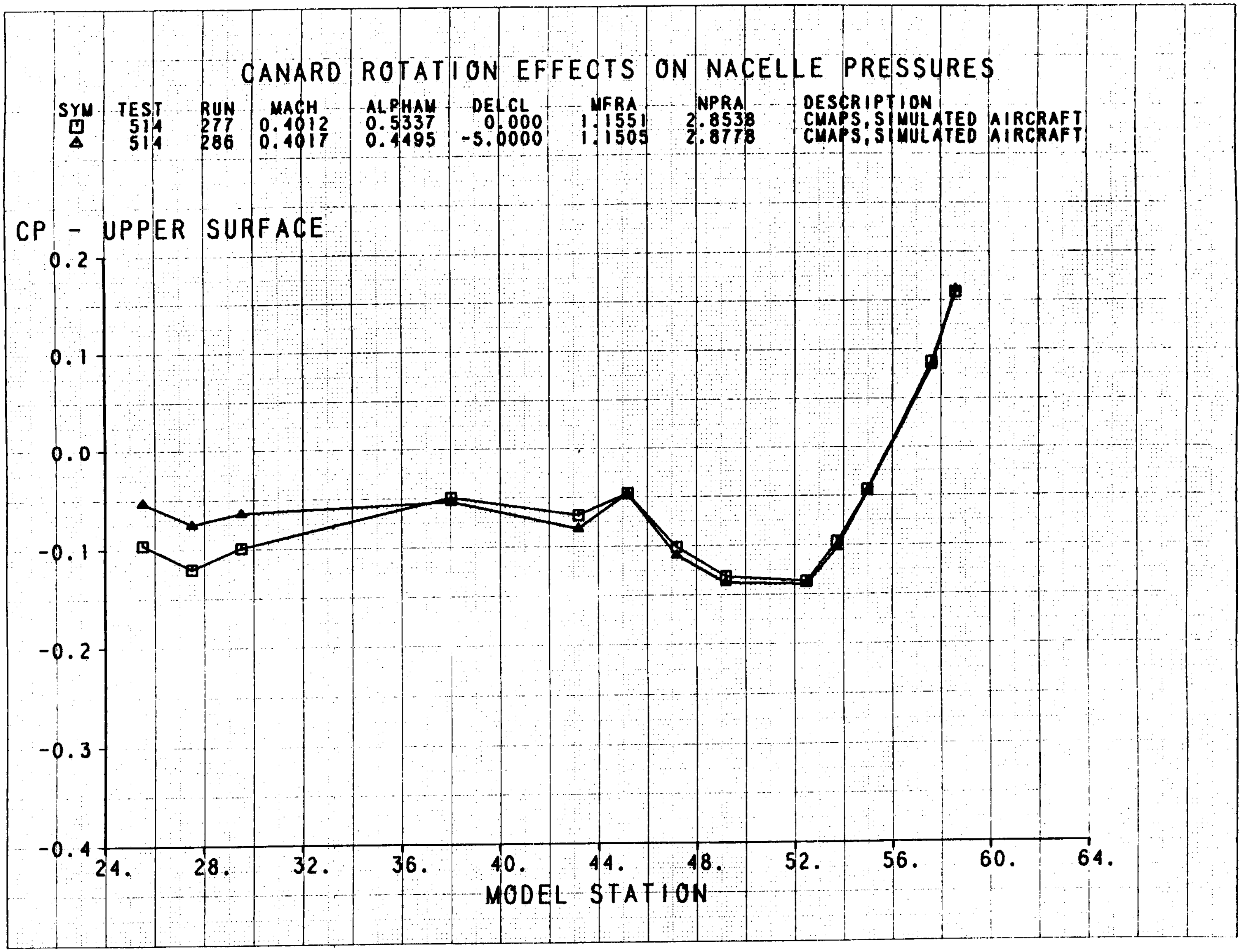

CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 93 1.3899 0.2897 5.0000 F/T,COMMON BASELINE
△ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
◇ 514 94 1.3915 -0.0730 -5.0000 F/T,COMMON BASELINE
○ 514 95 1.3907 -0.2338 -10.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

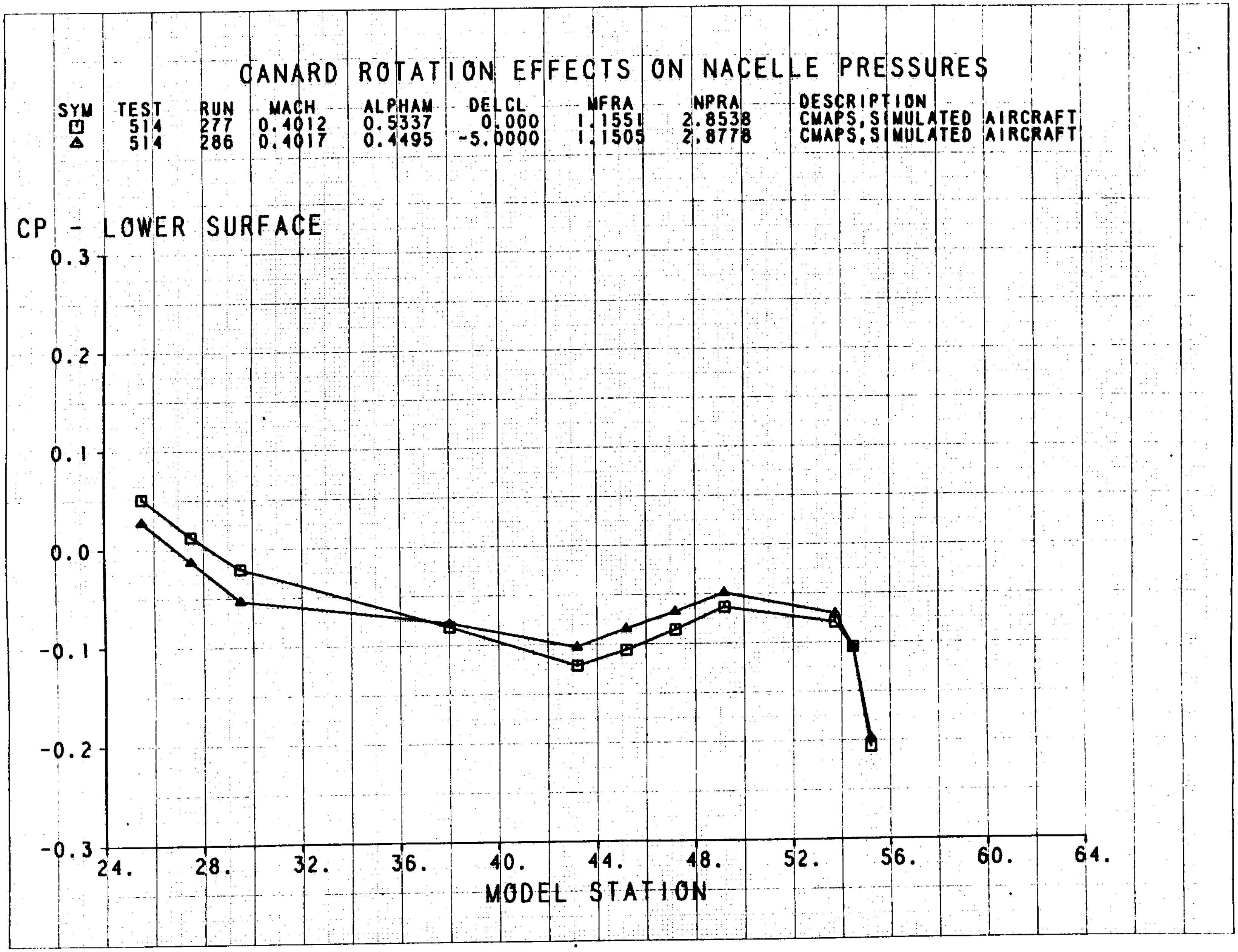


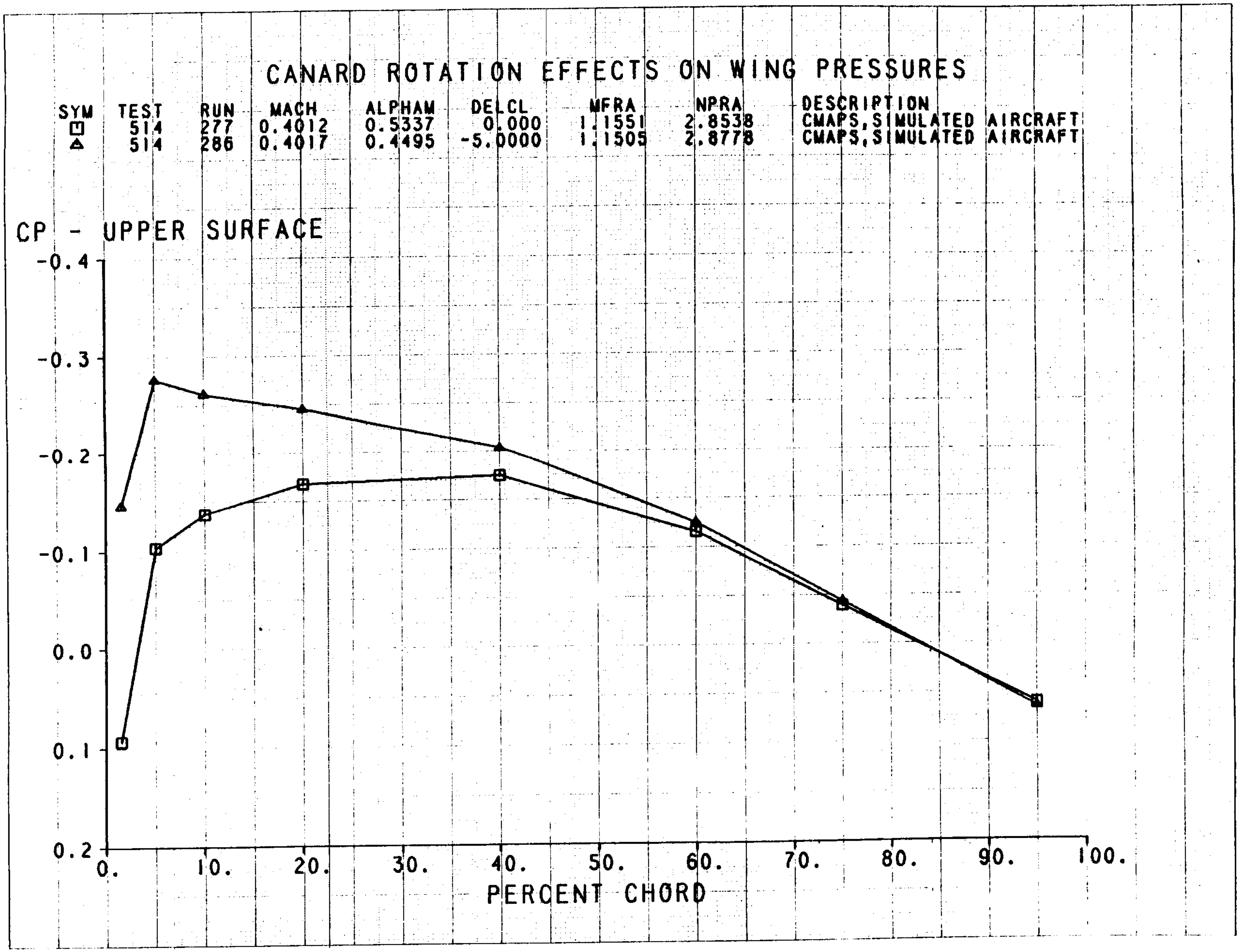
CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 93 1.3899 0.2897 5.0000 F/T,COMMON BASELINE
514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
514 94 1.3915 -0.0730 -5.0000 F/T,COMMON BASELINE
514 95 1.3907 -0.2338 -10.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

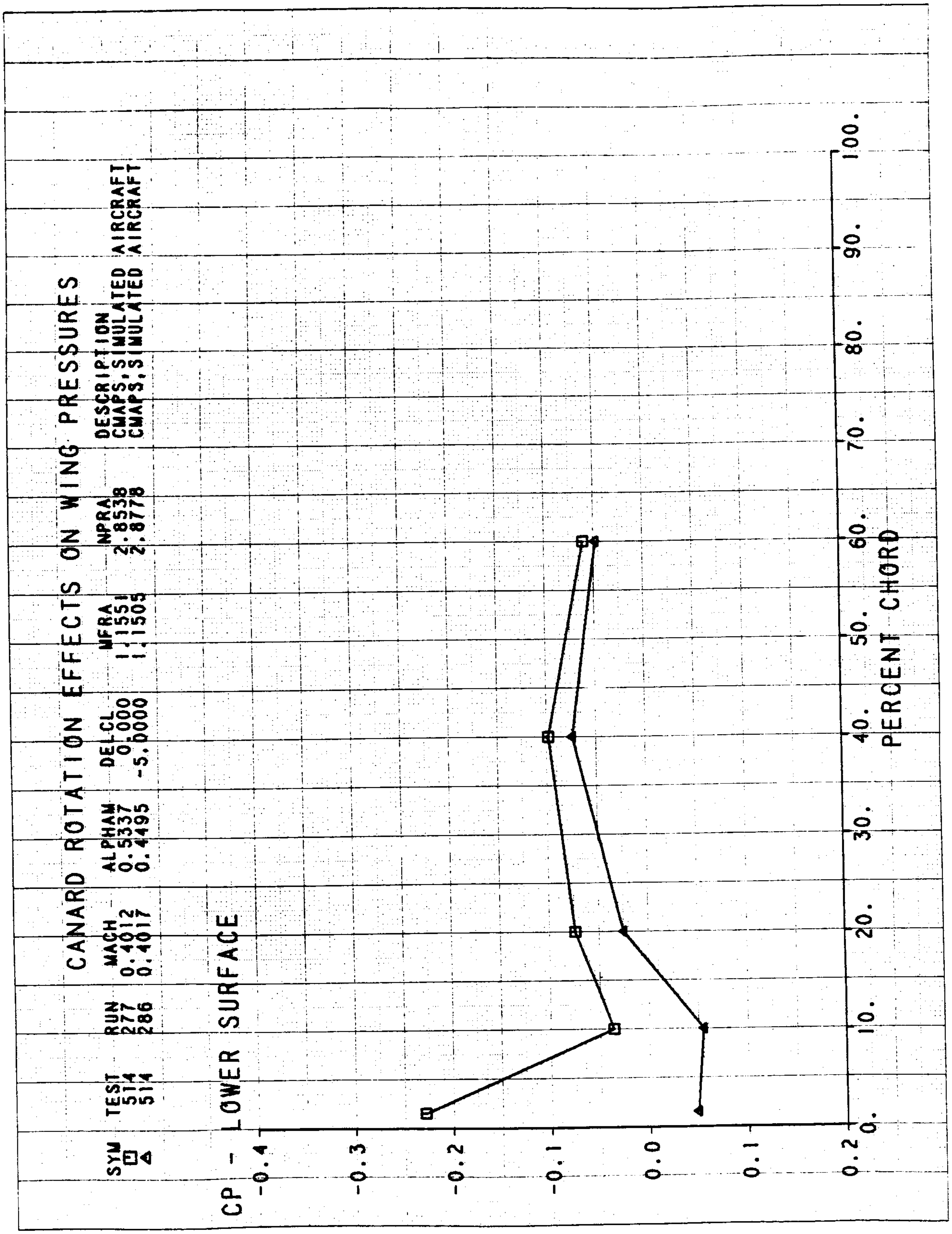


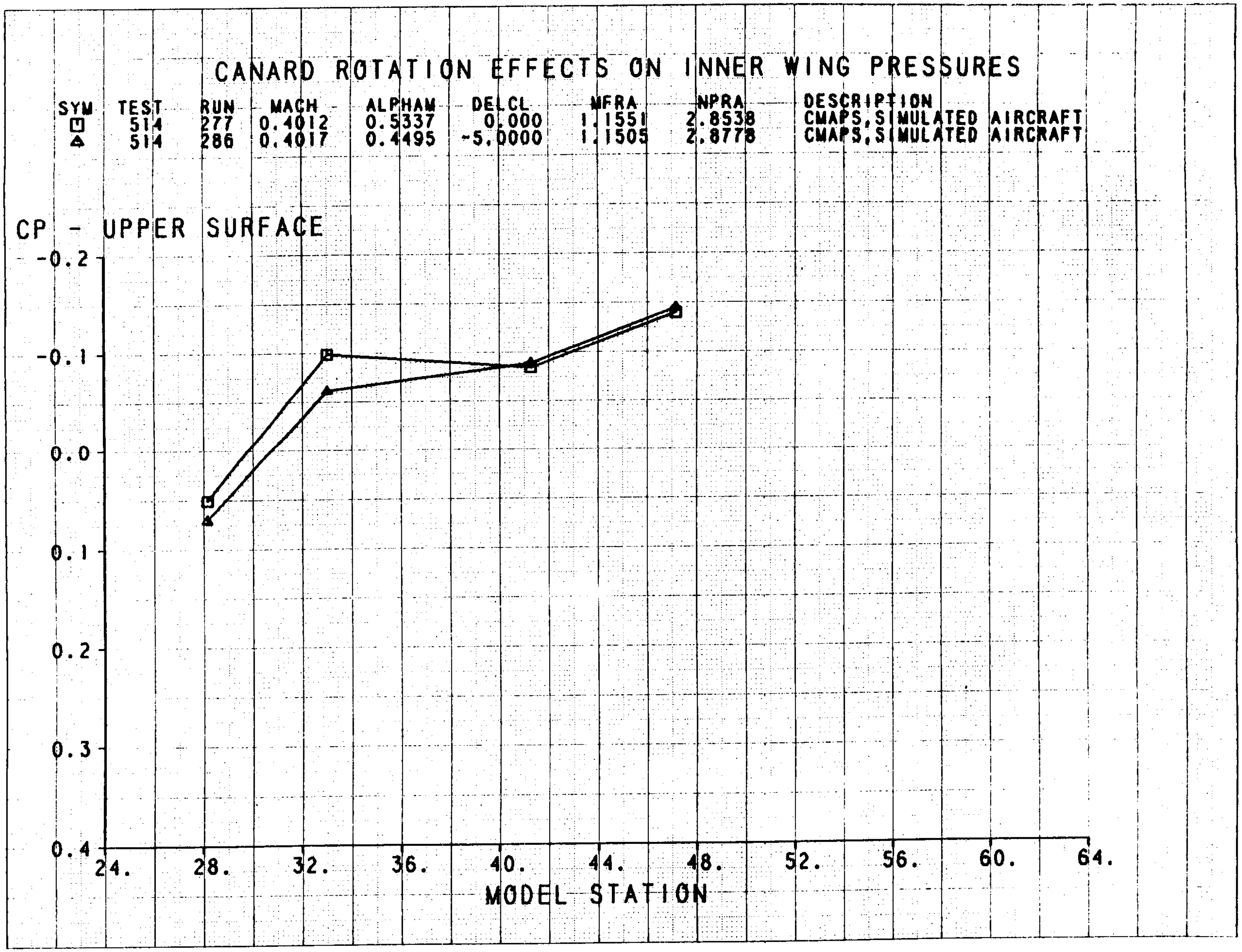
CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 93 1.3899 0.2897 5.0000 F/T,COMMON BASELINE
514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
514 94 1.3915 -0.0730 -5.0000 F/T,COMMON BASELINE
514 95 1.3907 -0.2338 -10.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
△ 514 286 0.4017 0.4495 -5.0000 1.1505 2.8778 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
△ 514 286 0.4017 0.4495 -5.0000 1.1505 2.8778 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
△ 514 286 0.4017 0.4495 -5.0000 1.1505 2.8778 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
△ 514 286 0.4017 0.4495 -5.0000 1.1505 2.8778 CMAPS,SIMULATED AIRCRAFT
LOWER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
△ 514 286 0.4017 0.4495 -5.0000 1.1505 2.8778 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
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24.
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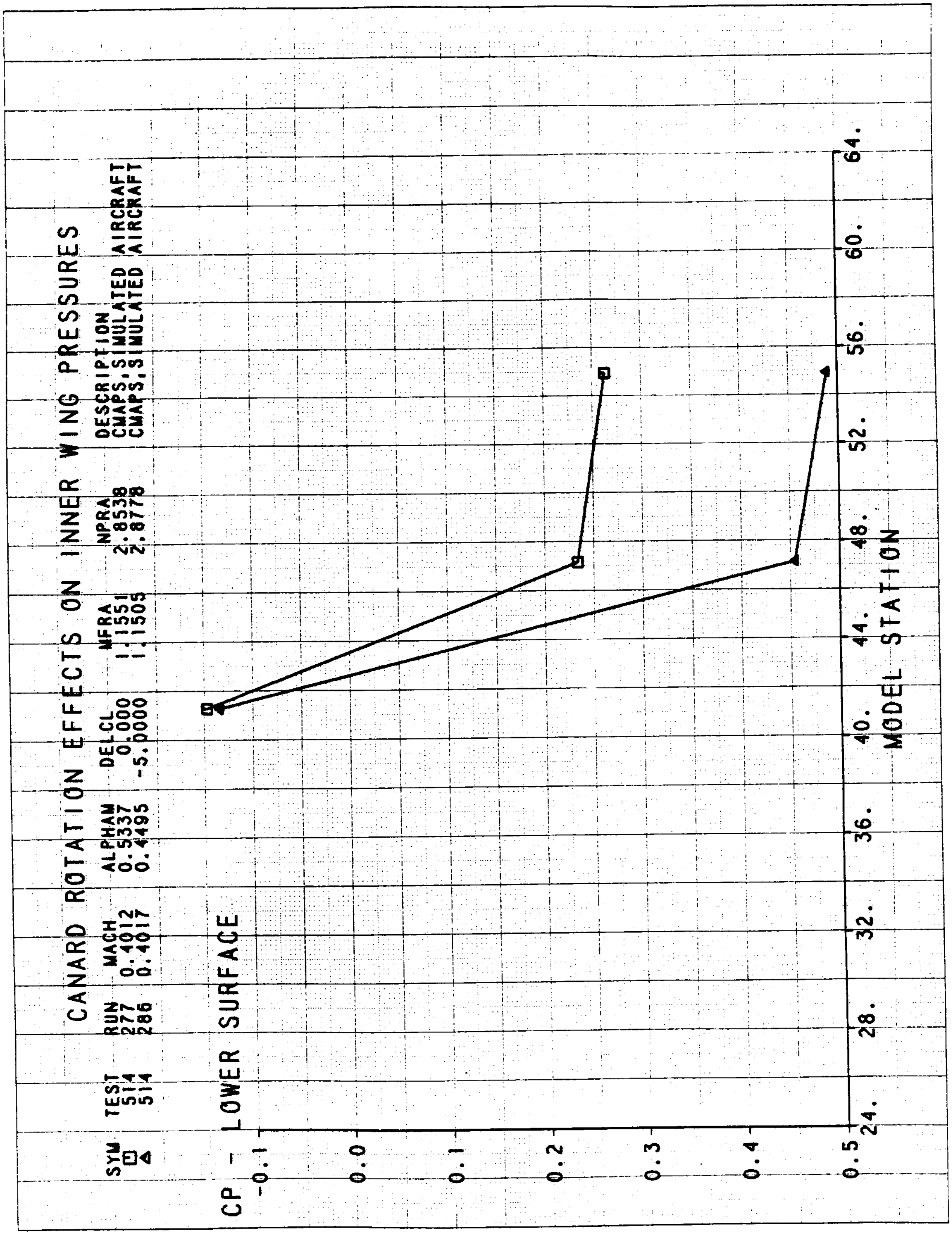
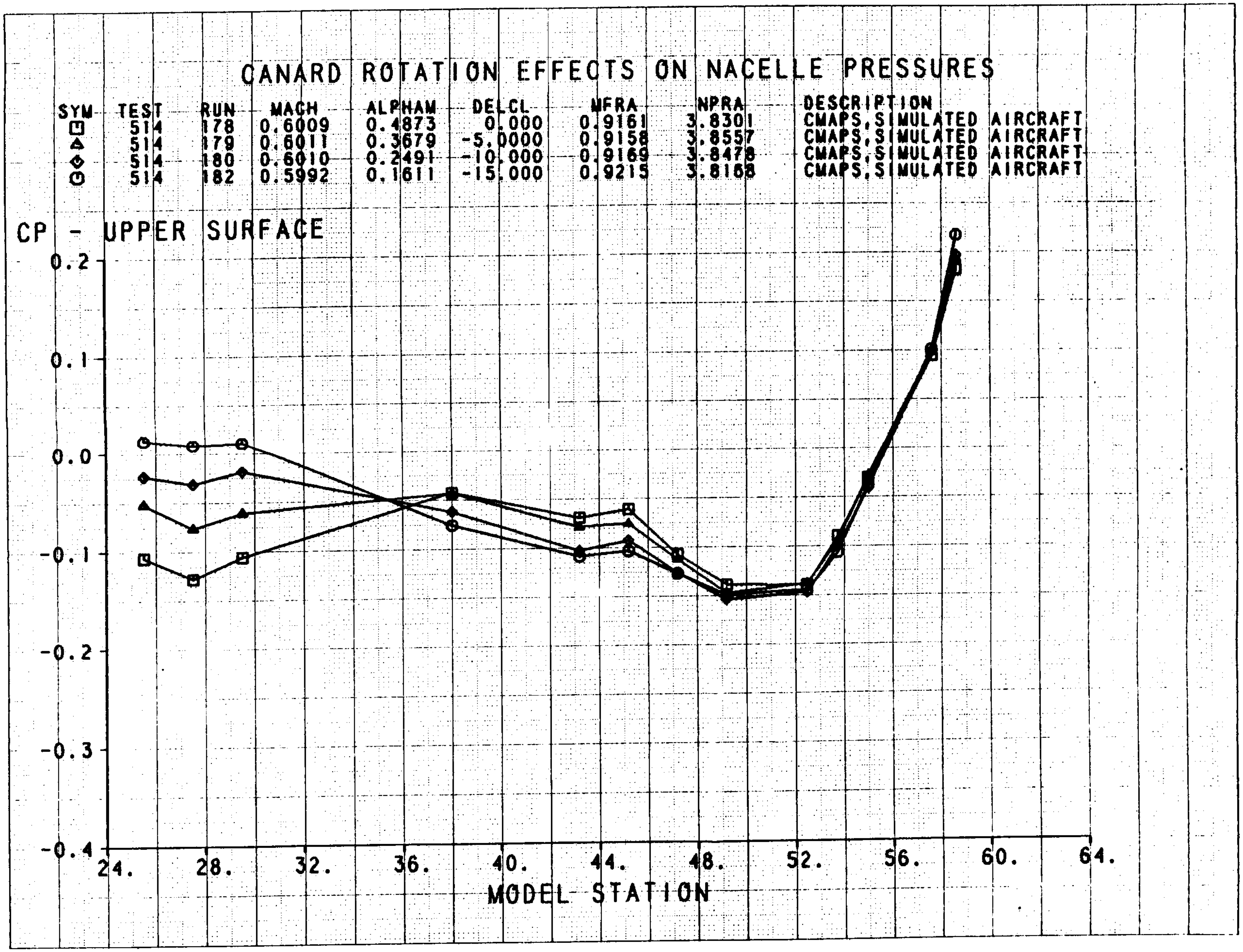
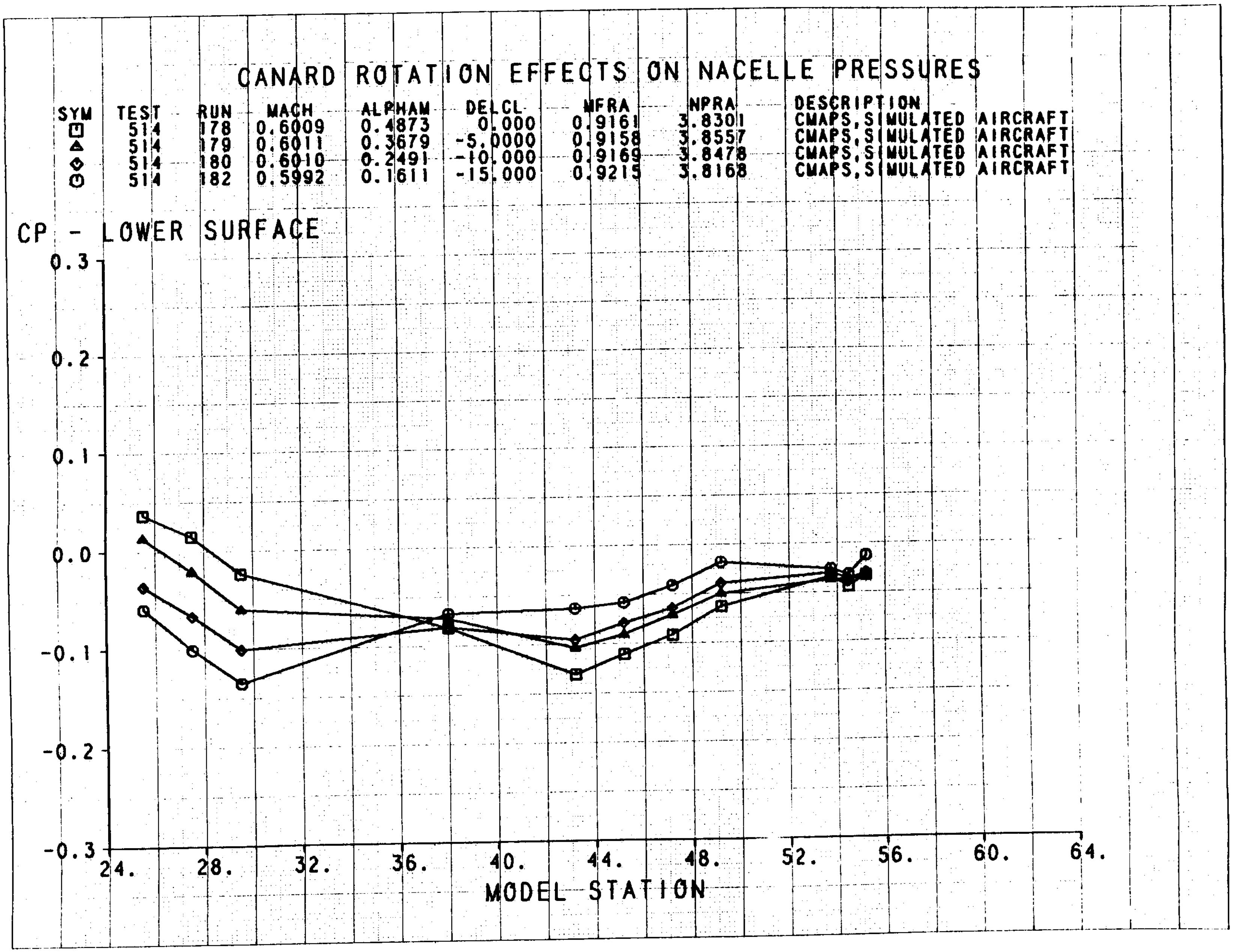
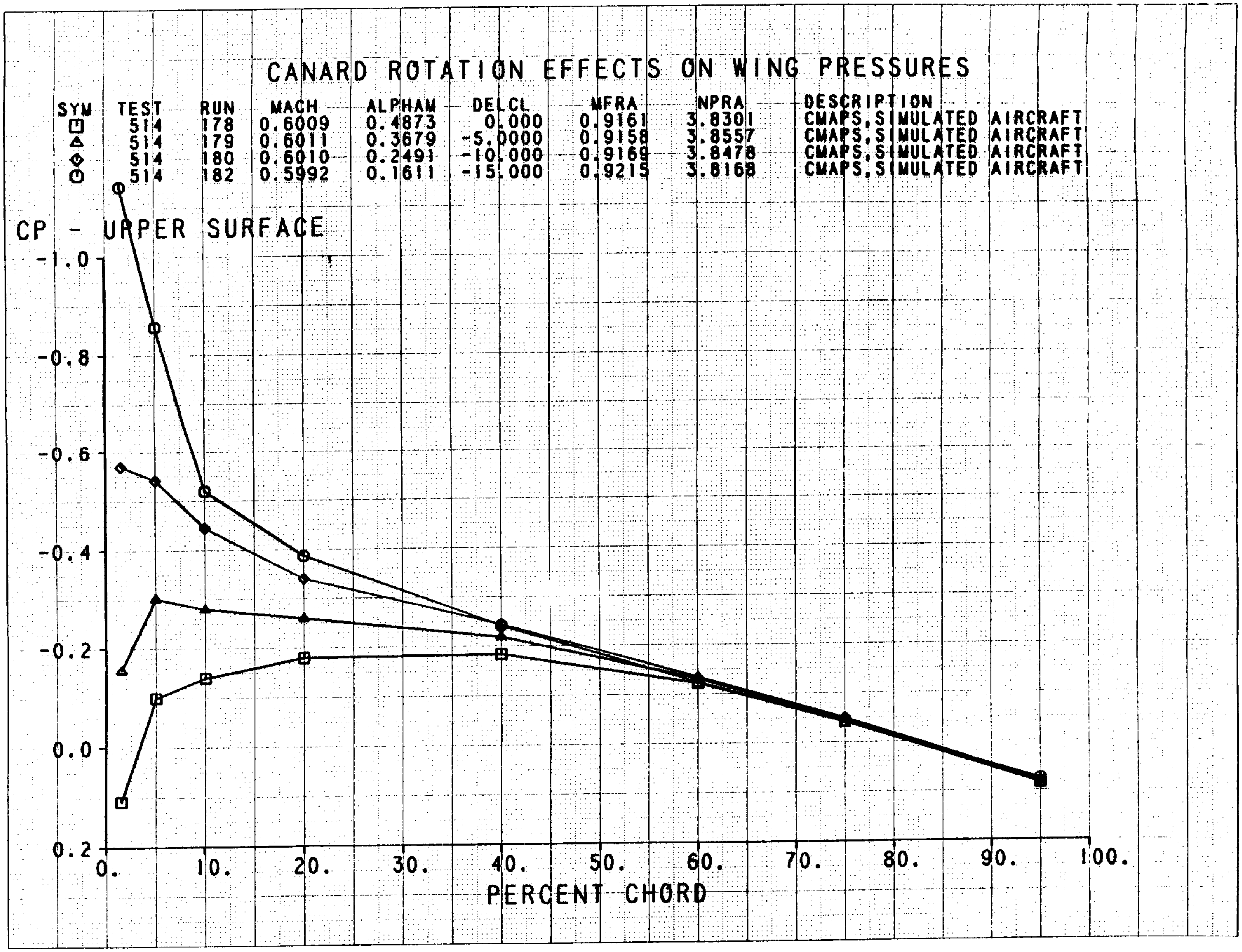
60.
64.
MODEL STATION

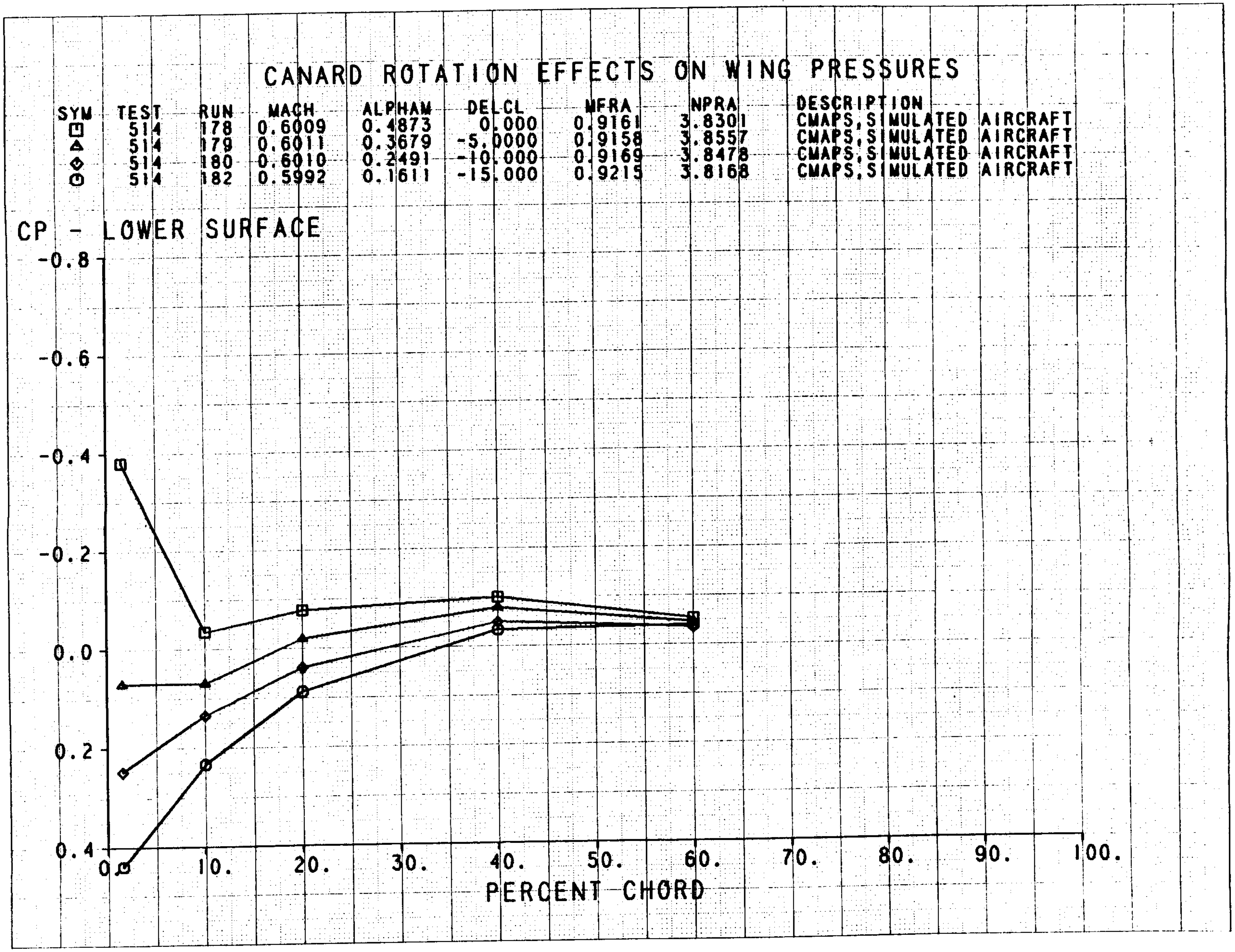

CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 277 0.4012 0.5337 0.000 1.1551 2.8538 CMAPS,SIMULATED AIRCRAFT
△ 514 286 0.4017 0.4495 -5.0000 1.1505 2.8778 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 178 0.6009 0.4873 0.000 0.9161 3.8301 CMAPS,SIMULATED AIRCRAFT
△ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
◇ 514 180 0.6010 0.2491 -10.000 0.9169 3.8478 CMAPS,SIMULATED AIRCRAFT
○ 514 182 0.5992 0.1611 -15.000 0.9215 3.8168 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 178 0.6009 0.4873 0.000 0.9161 3.8301 CMAPS,SIMULATED AIRCRAFT
△ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
◇ 514 180 0.6010 0.2491 -10.000 0.9169 3.8478 CMAPS,SIMULATED AIRCRAFT
○ 514 182 0.5992 0.1611 -15.000 0.9215 3.8168 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 178 0.6009 0.4873 0.000 0.9161 3.8301 CMAPS,SIMULATED AIRCRAFT
△ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
◇ 514 180 0.6010 0.2491 -10.000 0.9169 3.8478 CMAPS,SIMULATED AIRCRAFT
○ 514 182 0.5992 0.1611 -15.000 0.9215 3.8168 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 178 0.6009 0.4873 0.000 0.9161 3.8301 CMAPS,SIMULATED AIRCRAFT
△ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
◇ 514 180 0.6010 0.2491 -10.000 0.9169 3.8478 CMAPS,SIMULATED AIRCRAFT
○ 514 182 0.5992 0.1611 -15.000 0.9215 3.8168 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
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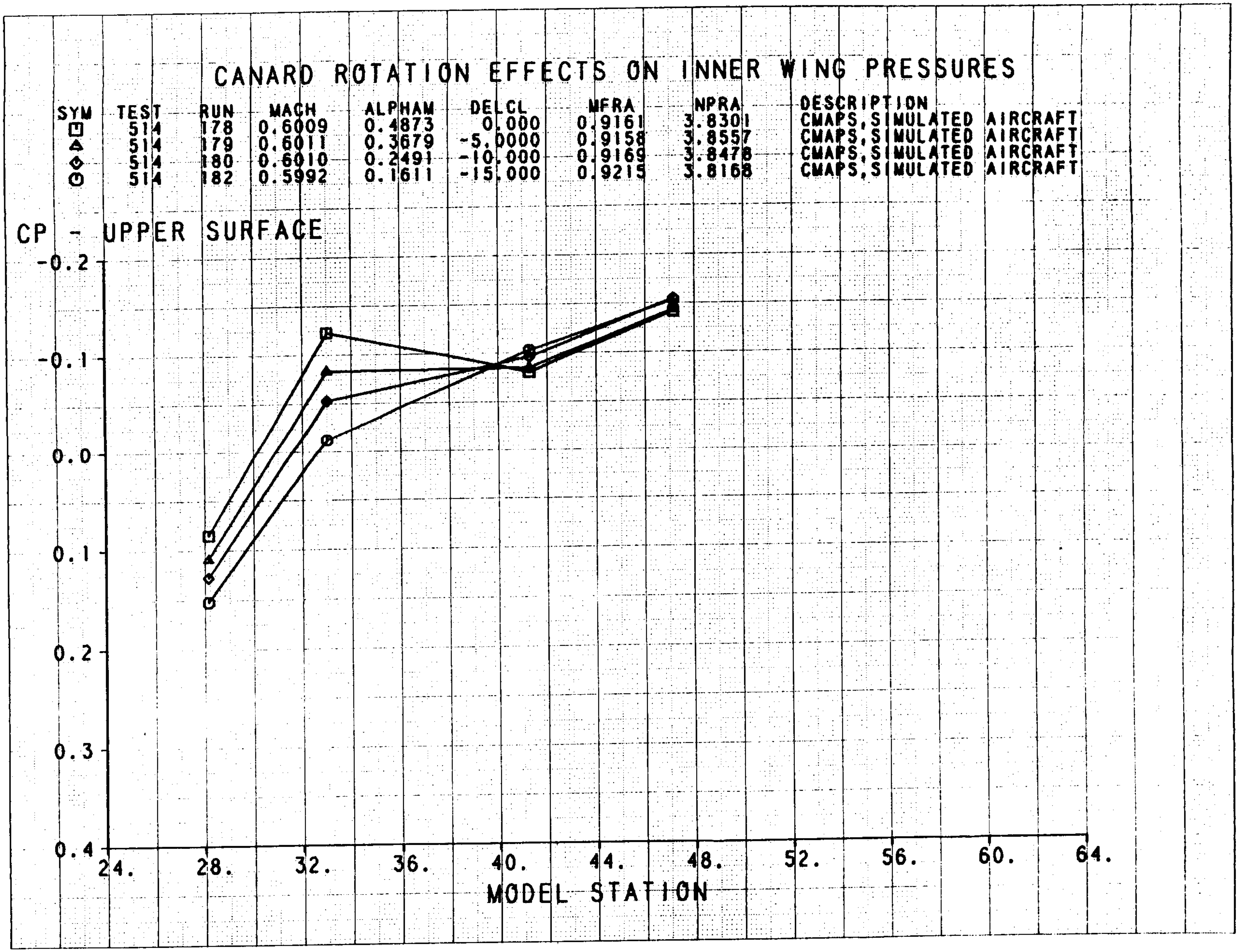
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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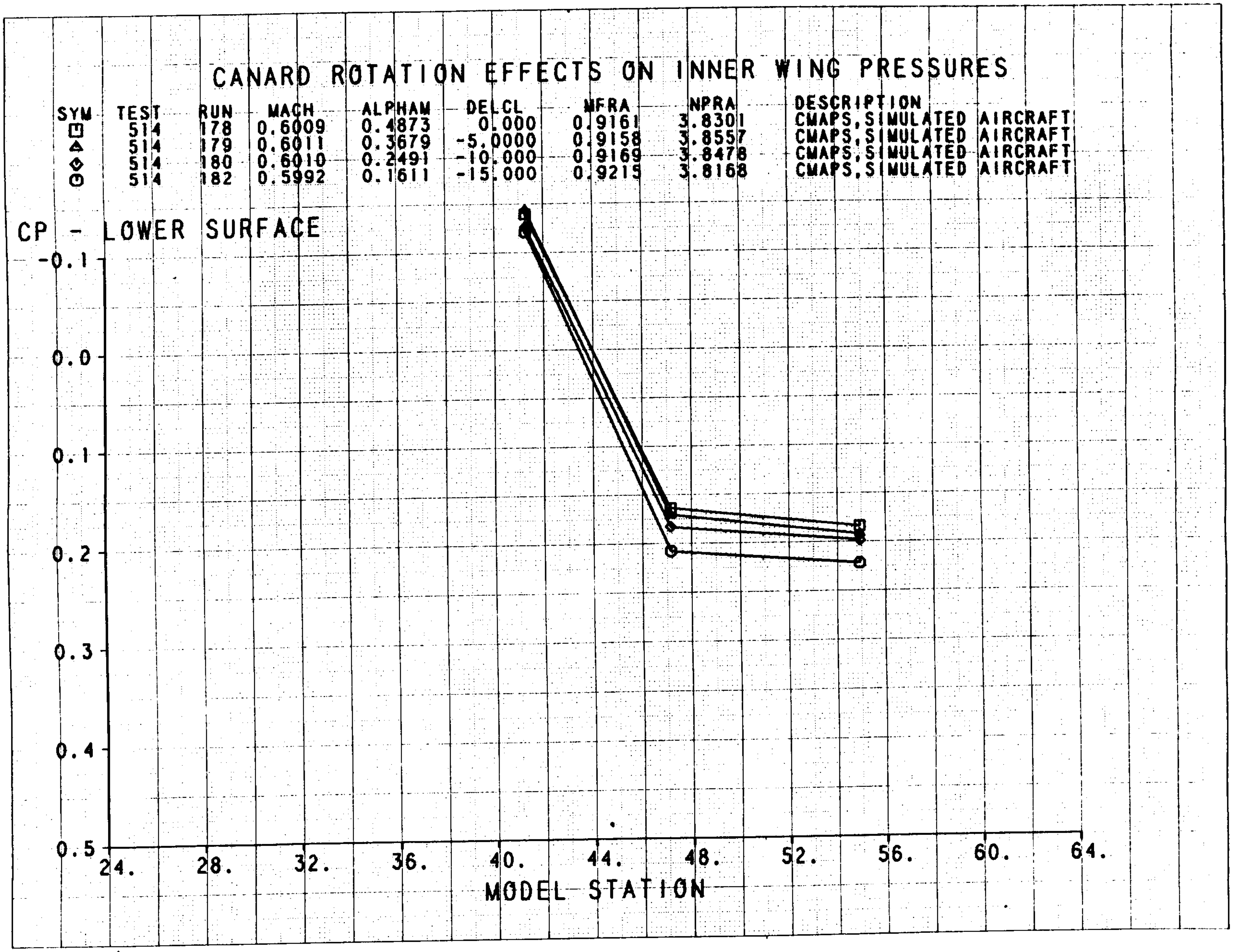
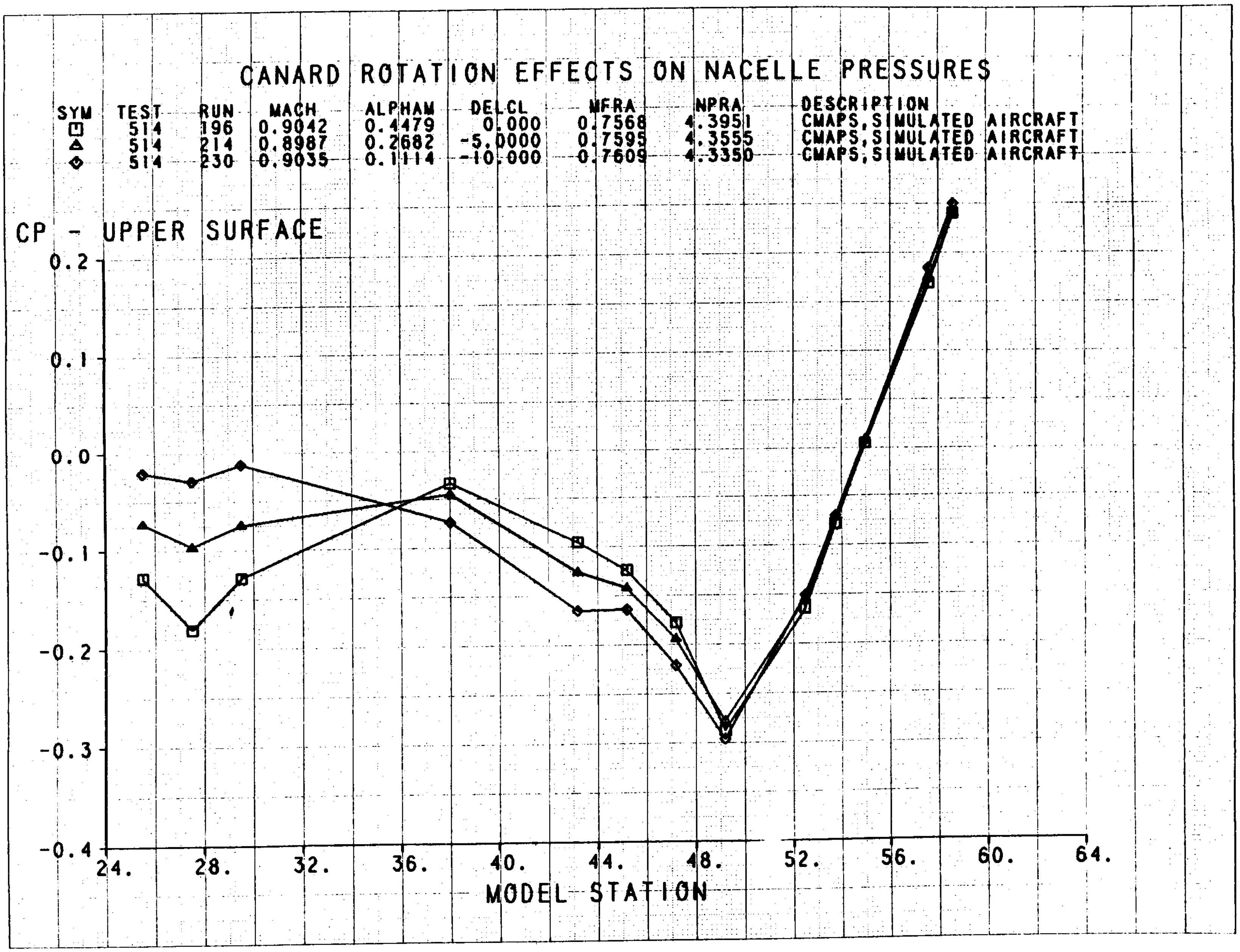
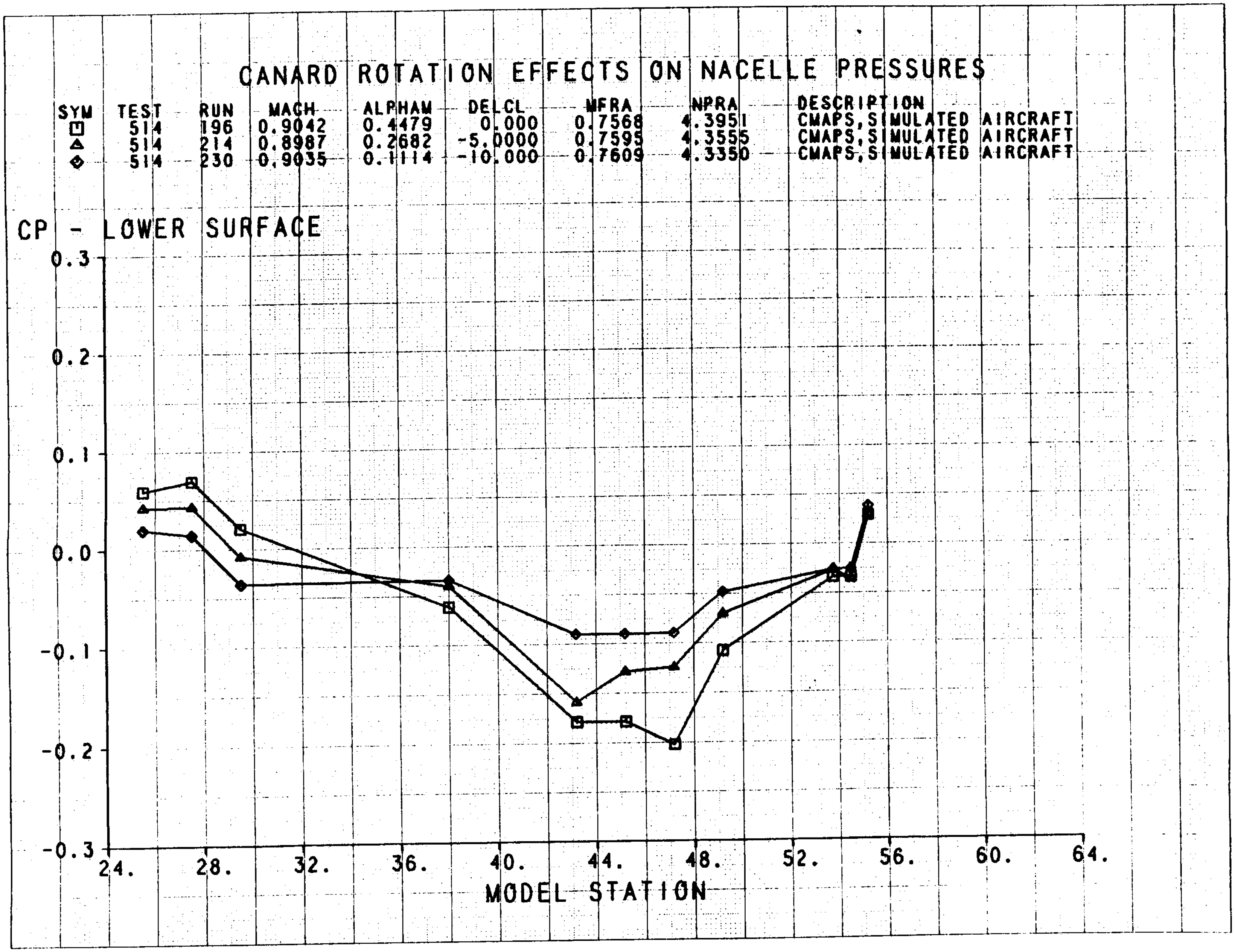
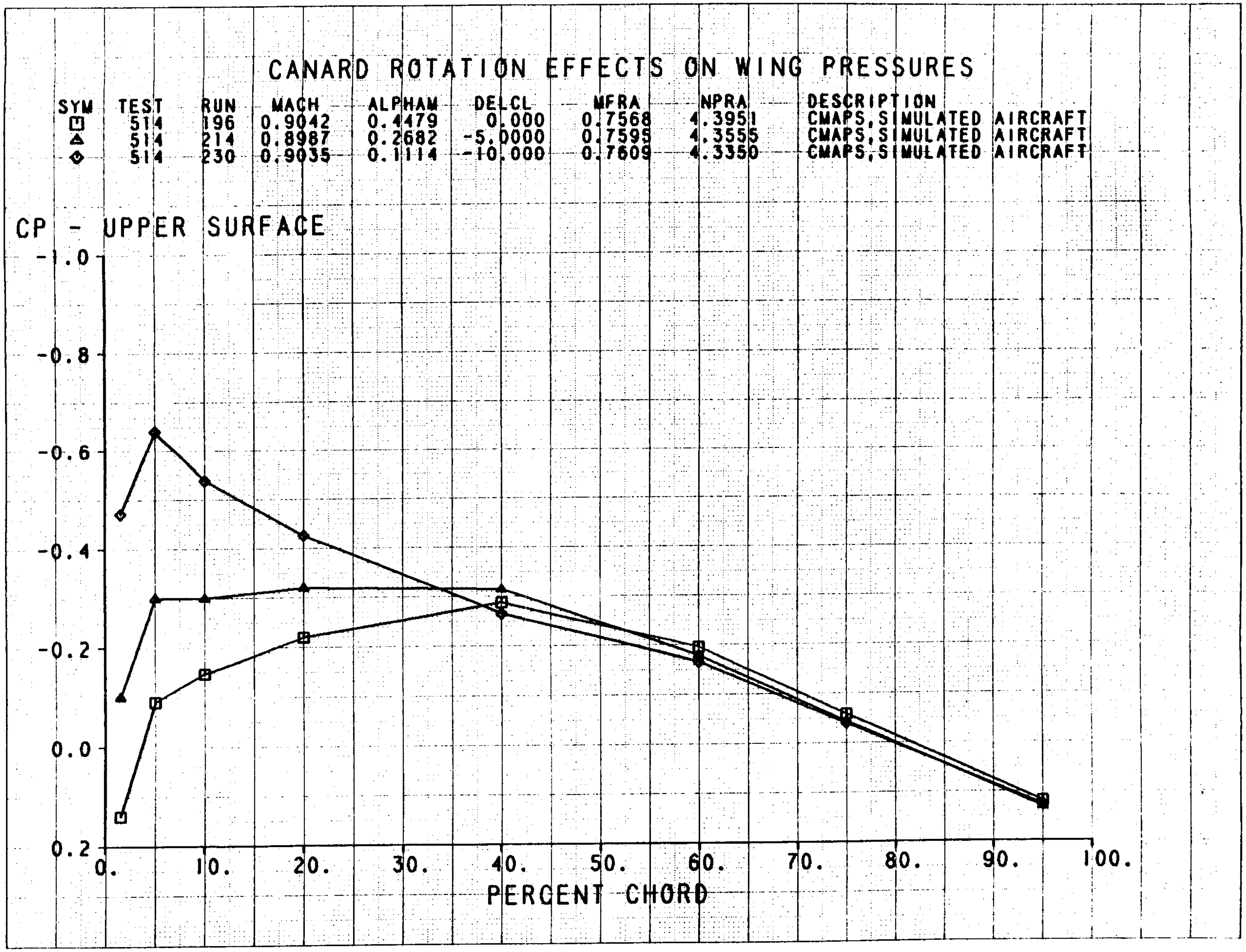
△ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
◇ 514 180 0.6010 0.2491 -10.000 0.9169 3.8478 CMAPS,SIMULATED AIRCRAFT
○ 514 182 0.5992 0.1611 -15.000 0.9215 3.8168 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

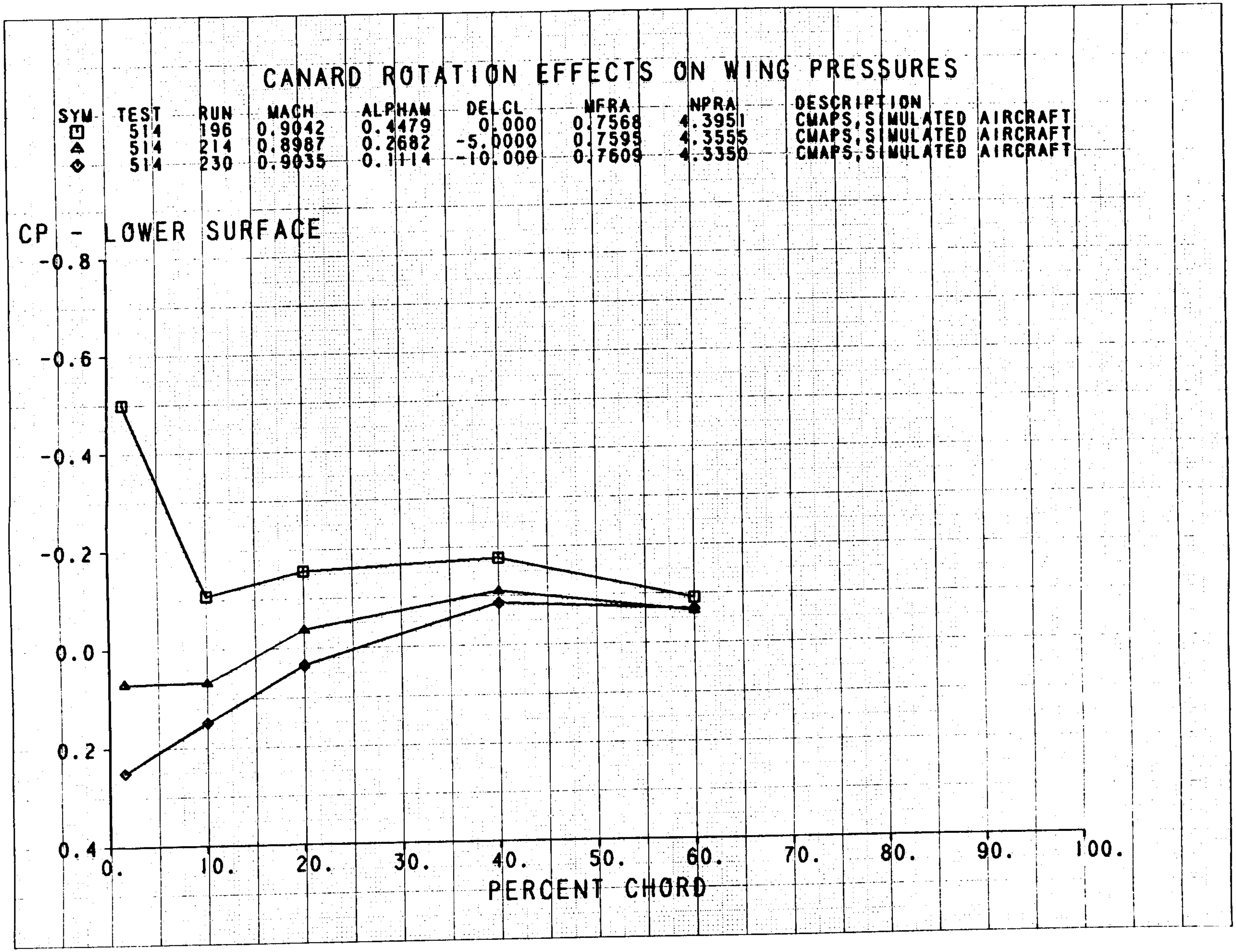

CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 178 0.6009 0.4873 0.000 0.9161 3.8301 CMAPS,SIMULATED AIRCRAFT
△ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
◇ 514 180 0.6010 0.2491 -10.000 0.9169 3.8478 CMAPS,SIMULATED AIRCRAFT
○ 514 182 0.5992 0.1611 -15.000 0.9215 3.8168 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 196 0.9042 0.4479 0.000 0.7568 4.3951 CMAPS,SIMULATED AIRCRAFT
△ 514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
◇ 514 230 0.9035 0.1114 -10.000 0.7609 4.3350 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 196 0.9042 0.4479 0.000 0.7568 4.3951 CMAPS,SIMULATED AIRCRAFT
△ 514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
◇ 514 230 0.9035 0.1114 -10.000 0.7609 4.3350 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 196 0.9042 0.4479 0.000 0.7568 4.3951 CMAPS,SIMULATED AIRCRAFT
△ 514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
◇ 514 230 0.9035 0.1114 -10.000 0.7609 4.3350 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 196 0.9042 0.4479 0.000 0.7568 4.3951 CMAPS,SIMULATED AIRCRAFT
514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
514 230 0.9035 0.1114 -10.000 0.7609 4.3350 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
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10.
20.
30.
40.
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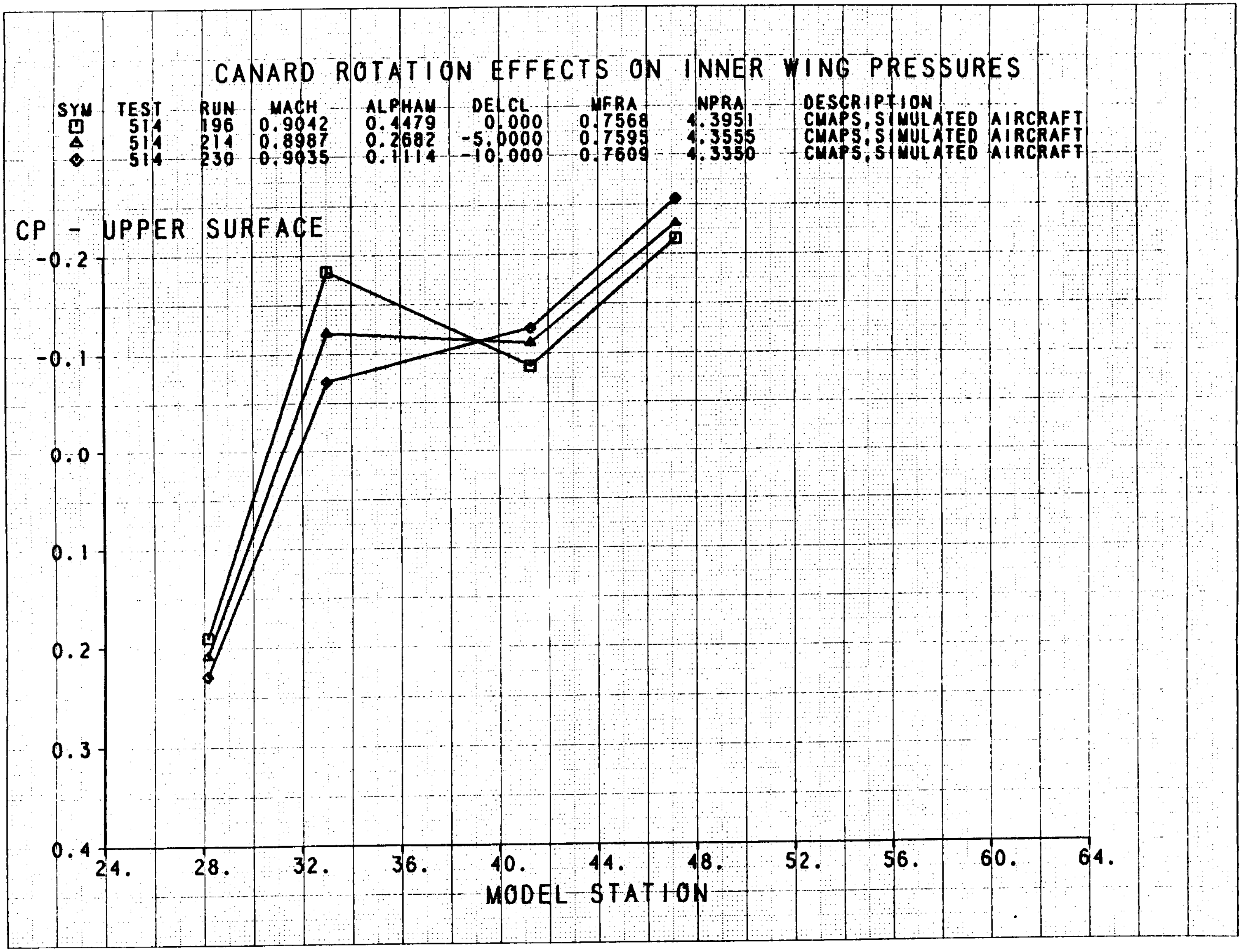
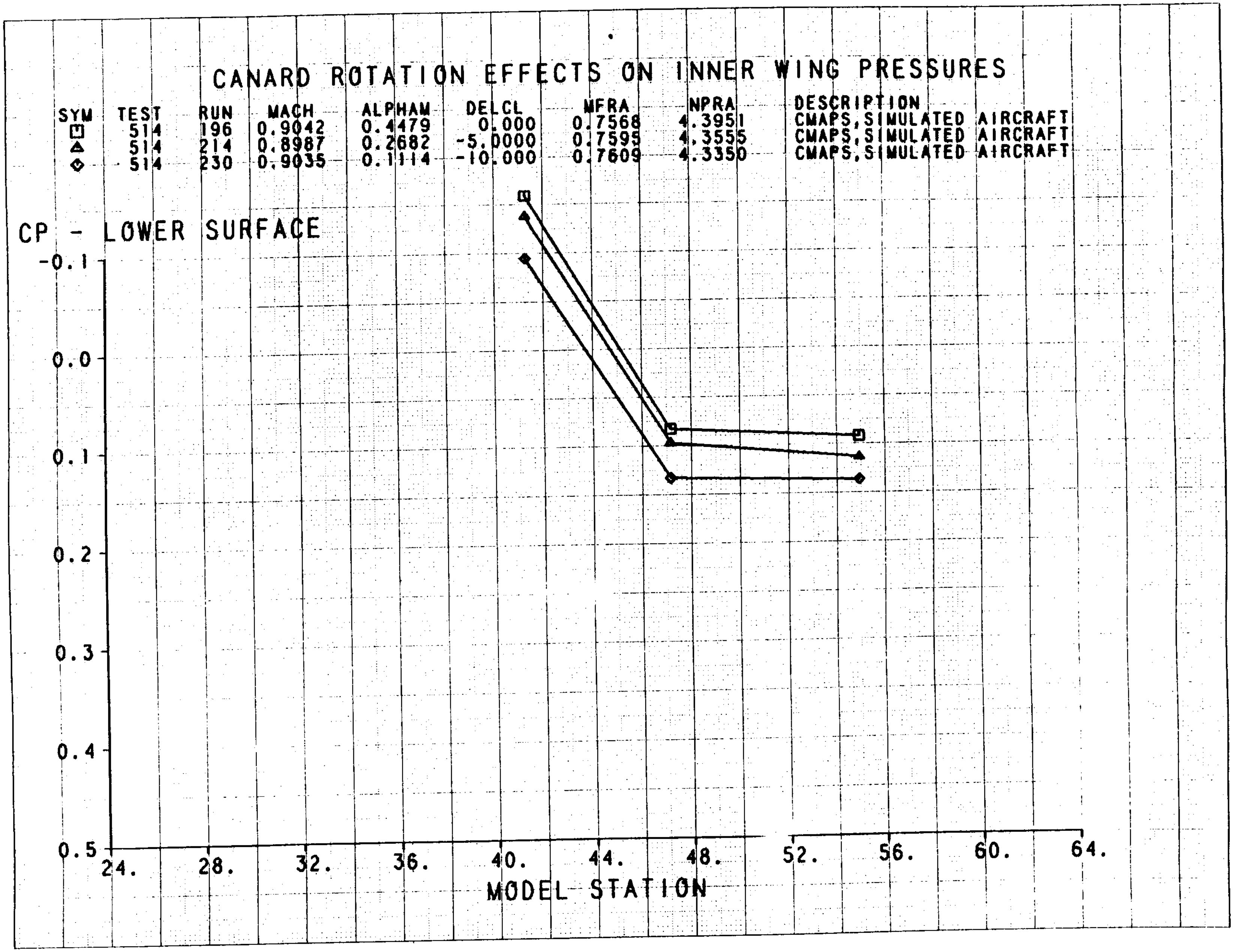
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 196 0.9042 0.4479 0.000 0.7568 4.3951 CMAPS,SIMULATED AIRCRAFT
△ 514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
◇ 514 230 0.9035 0.1114 -10.000 0.7609 4.3350 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 196 0.9042 0.4479 0.000 0.7568 4.3951 CMAPS,SIMULATED AIRCRAFT
△ 514 214 0.8987 0.2682 -5.0000 0.7595 4.3555 CMAPS,SIMULATED AIRCRAFT
◇ 514 230 0.9035 0.1114 -10.000 0.7609 4.3350 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.1
0.0
0.1
0.2
0.3
0.4
0.5
24.
28.
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36.
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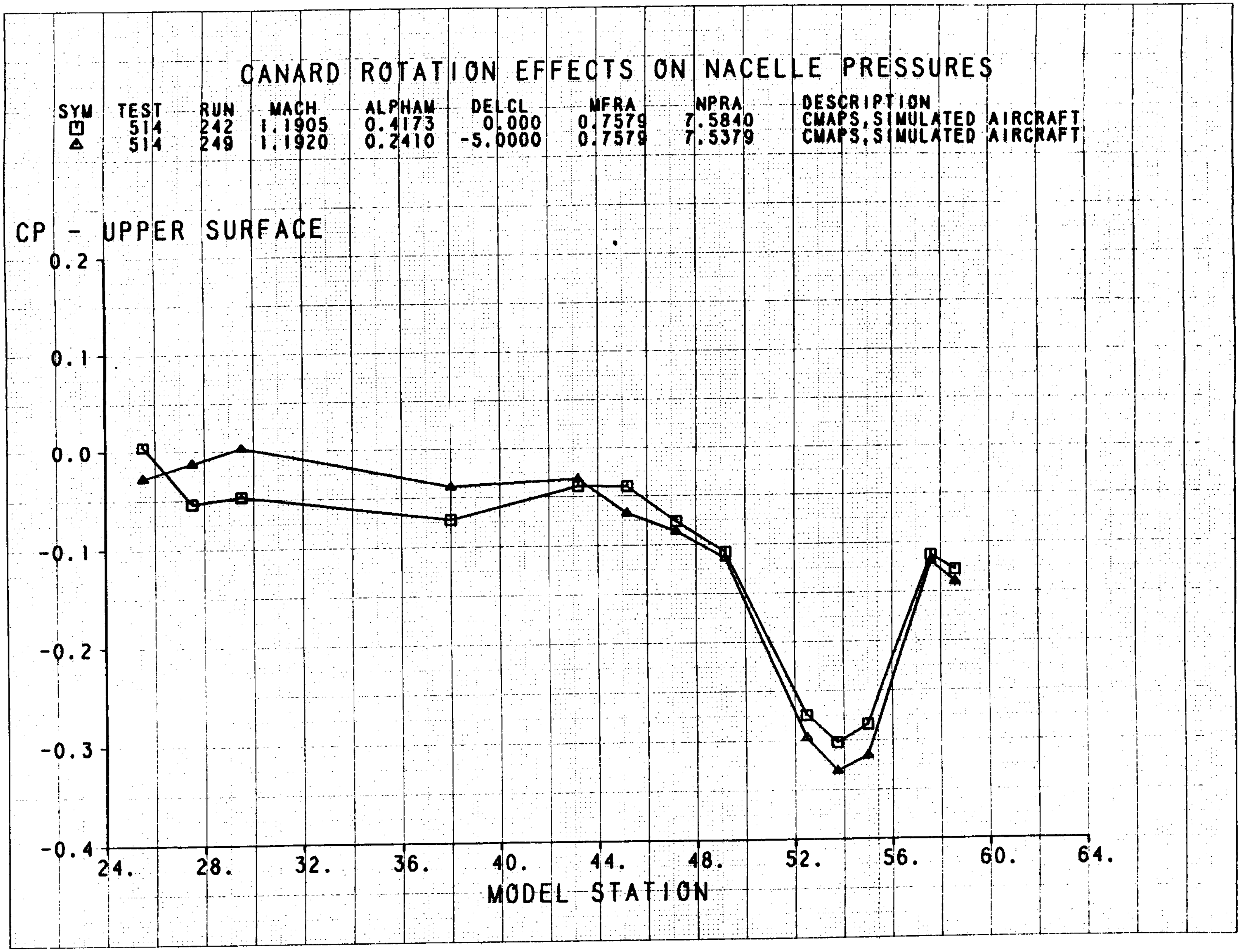
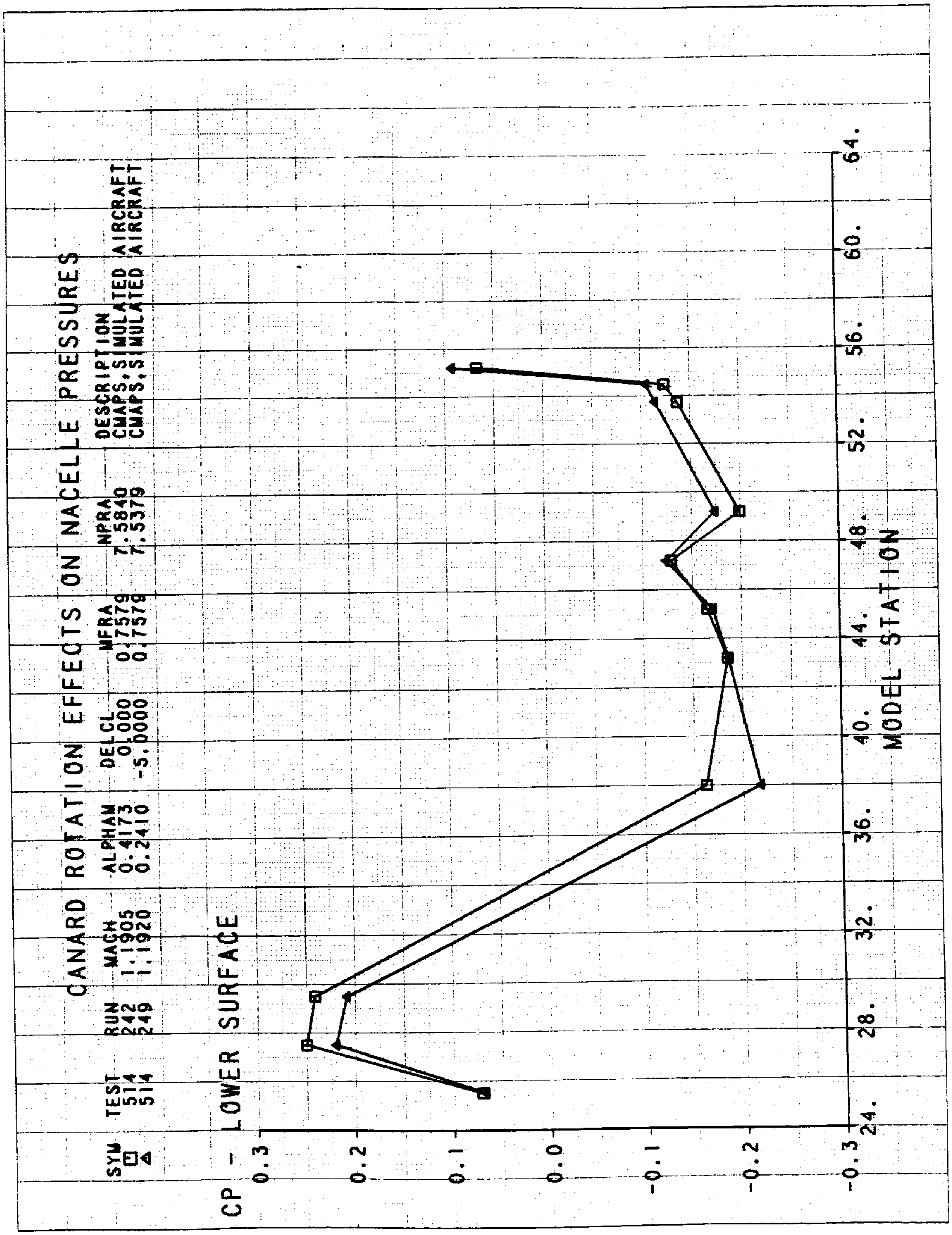
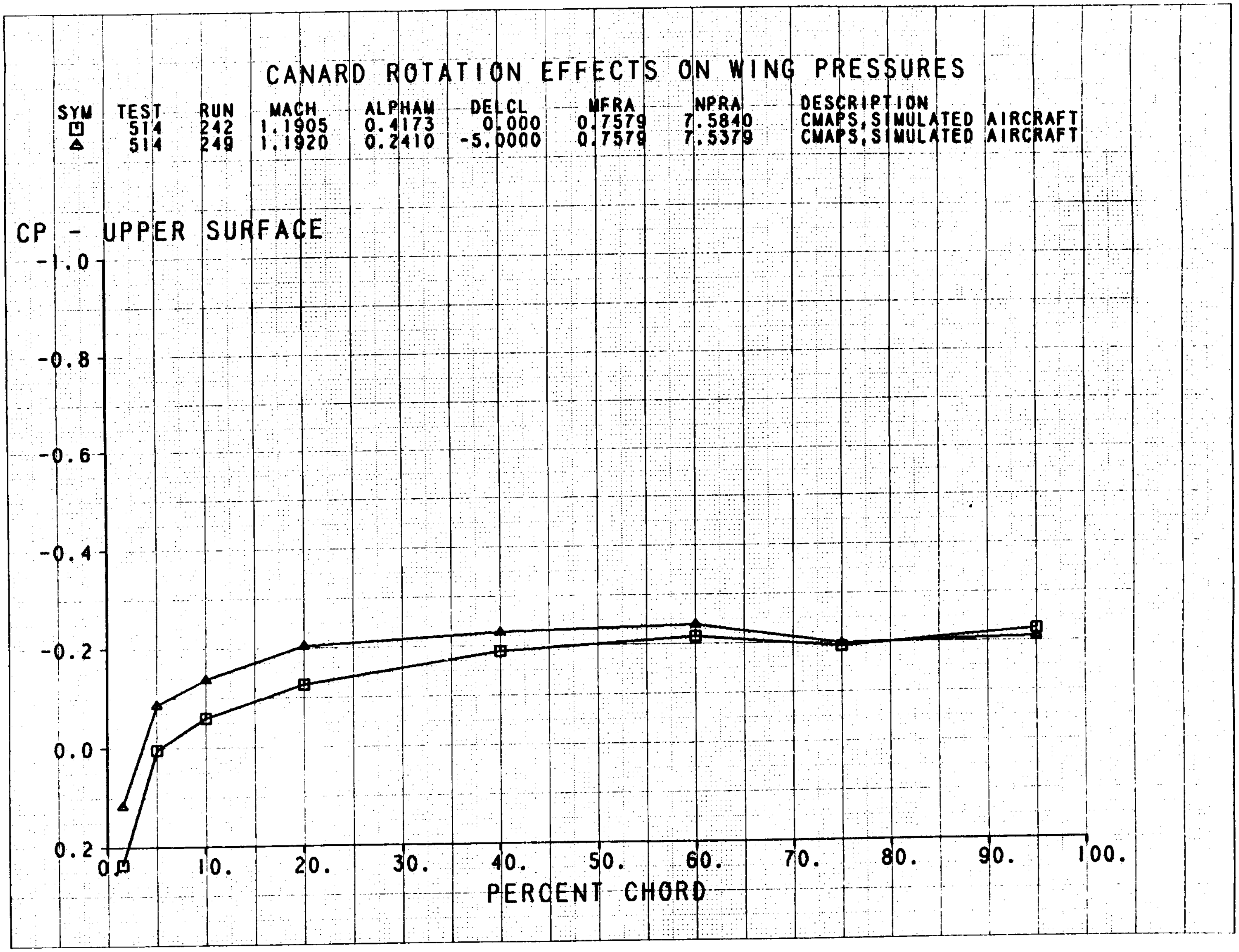
48.
52.
56.
60.
64.
MODEL STATION

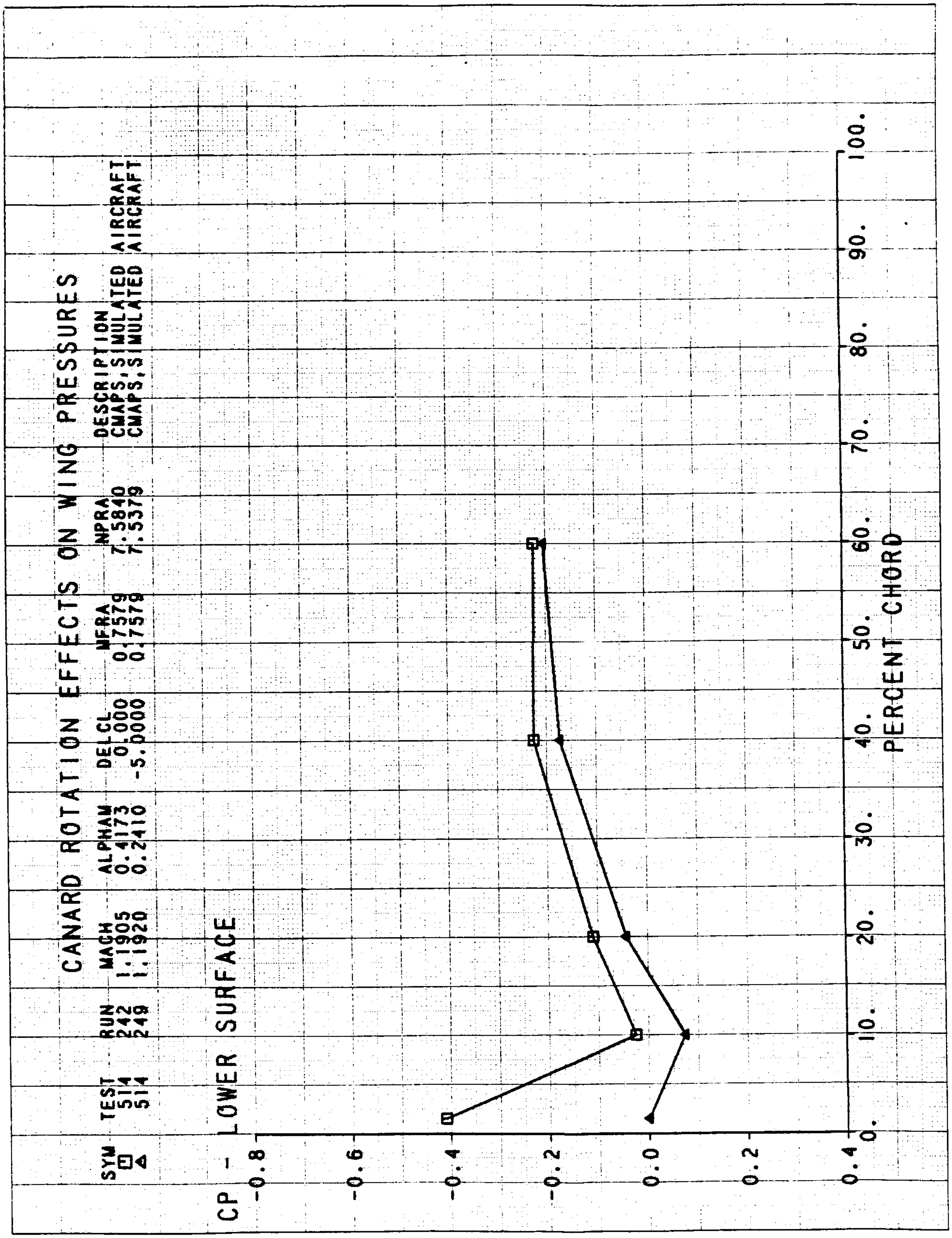

CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
△ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

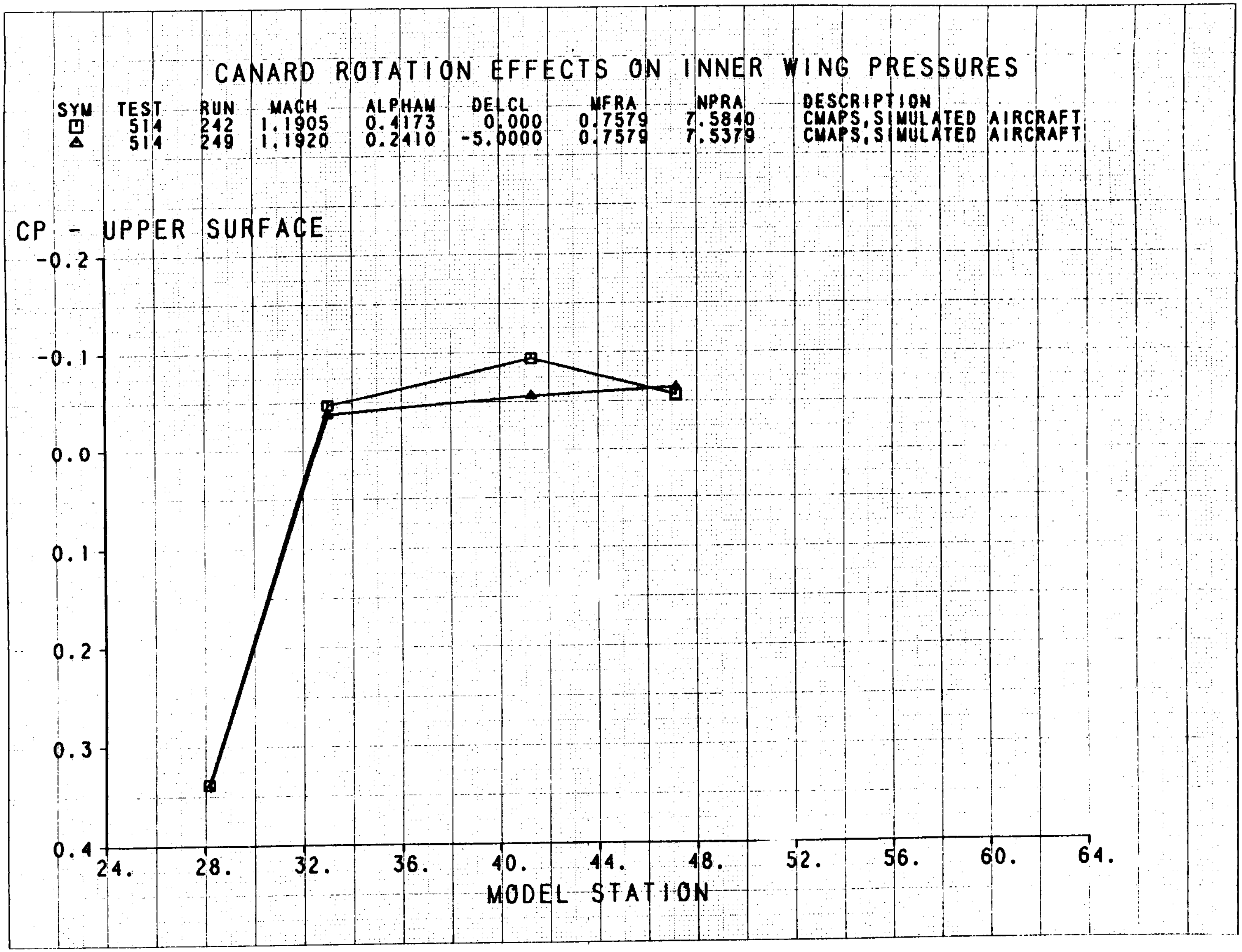


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
◁ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

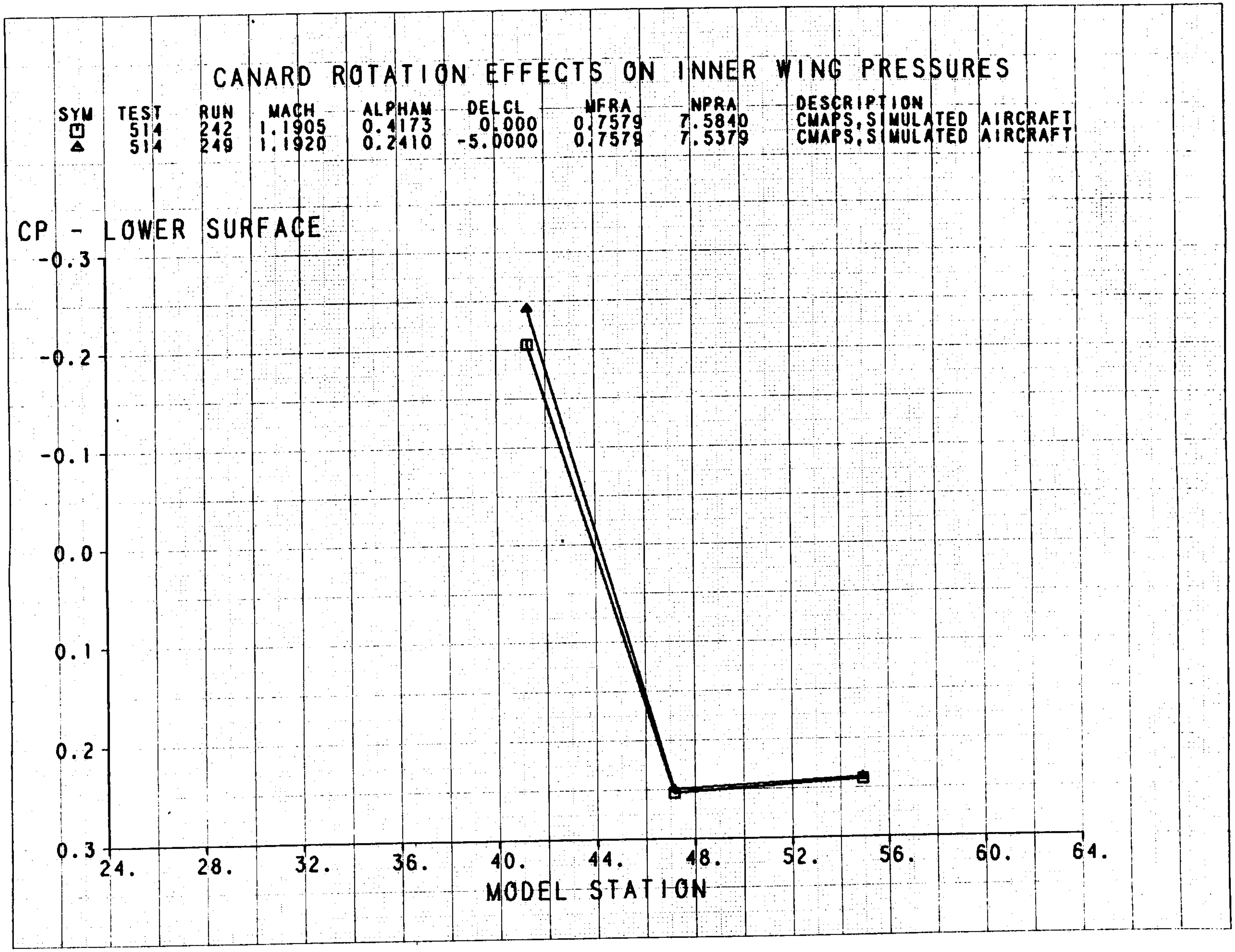


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
△ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
LOWER SURFACE
CP
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
△ 514 249 1.1920 0.2410 -5.0000 0.7579 7.5379 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
36.
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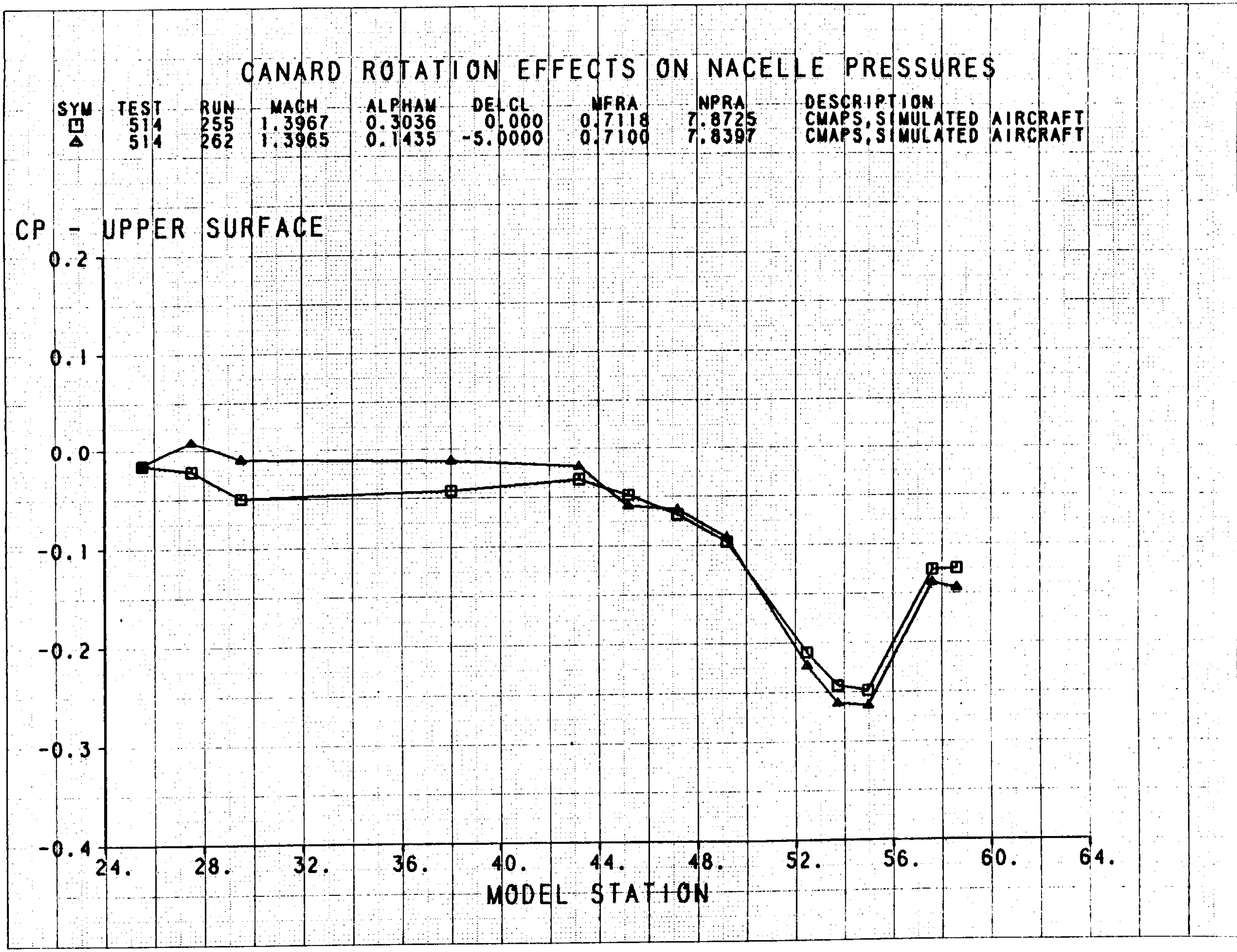
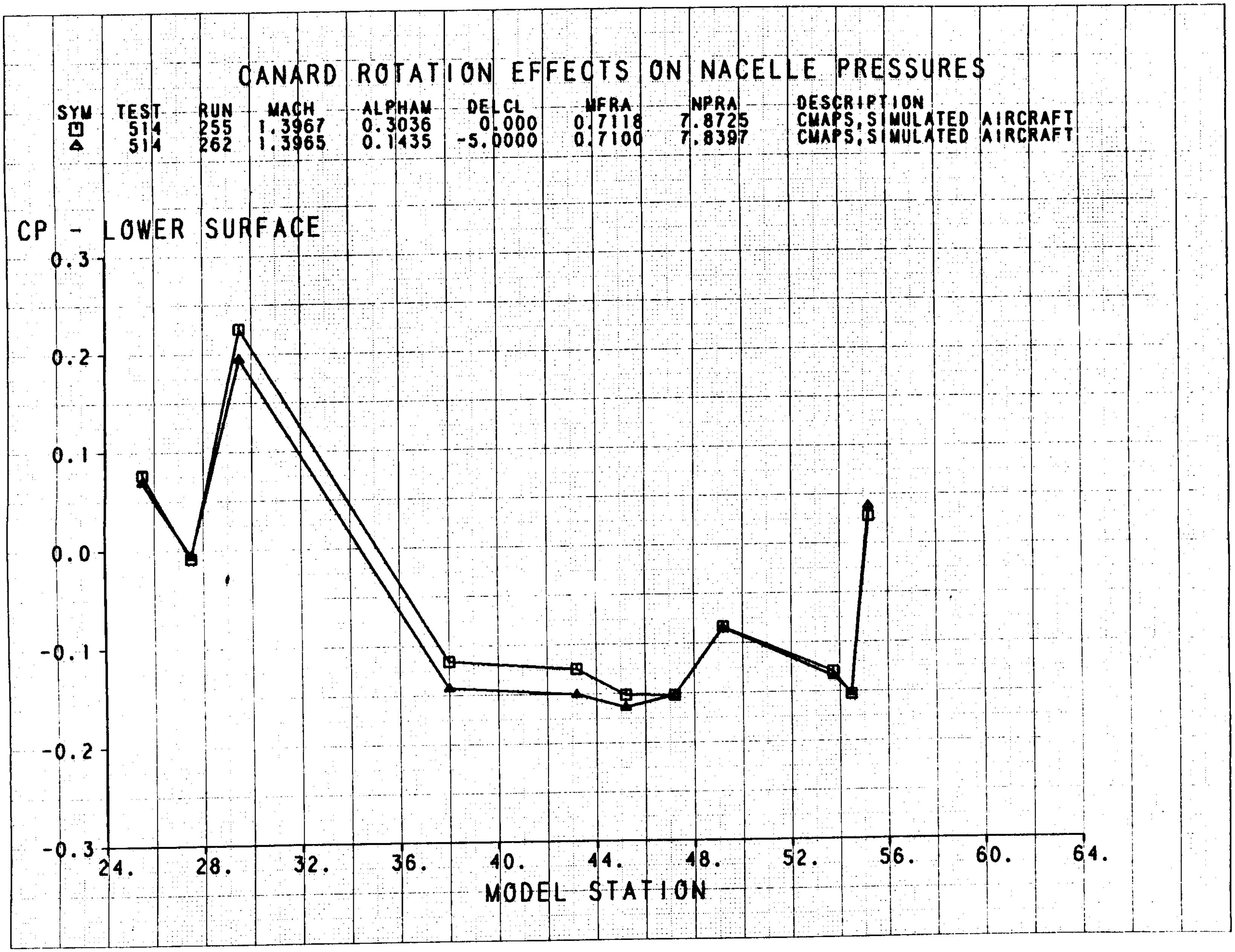
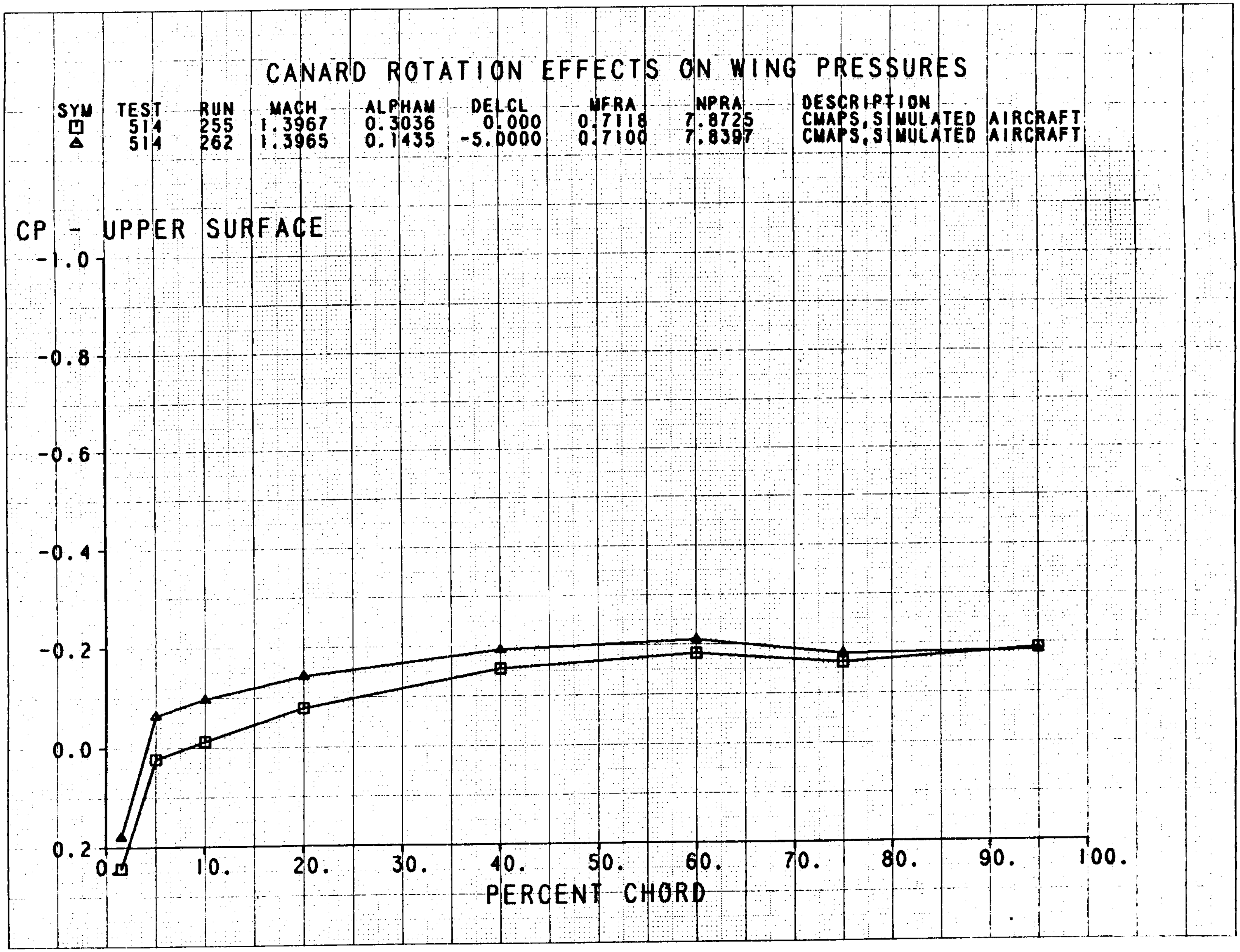
48.
52.
56.
60.
64.
MODEL STATION

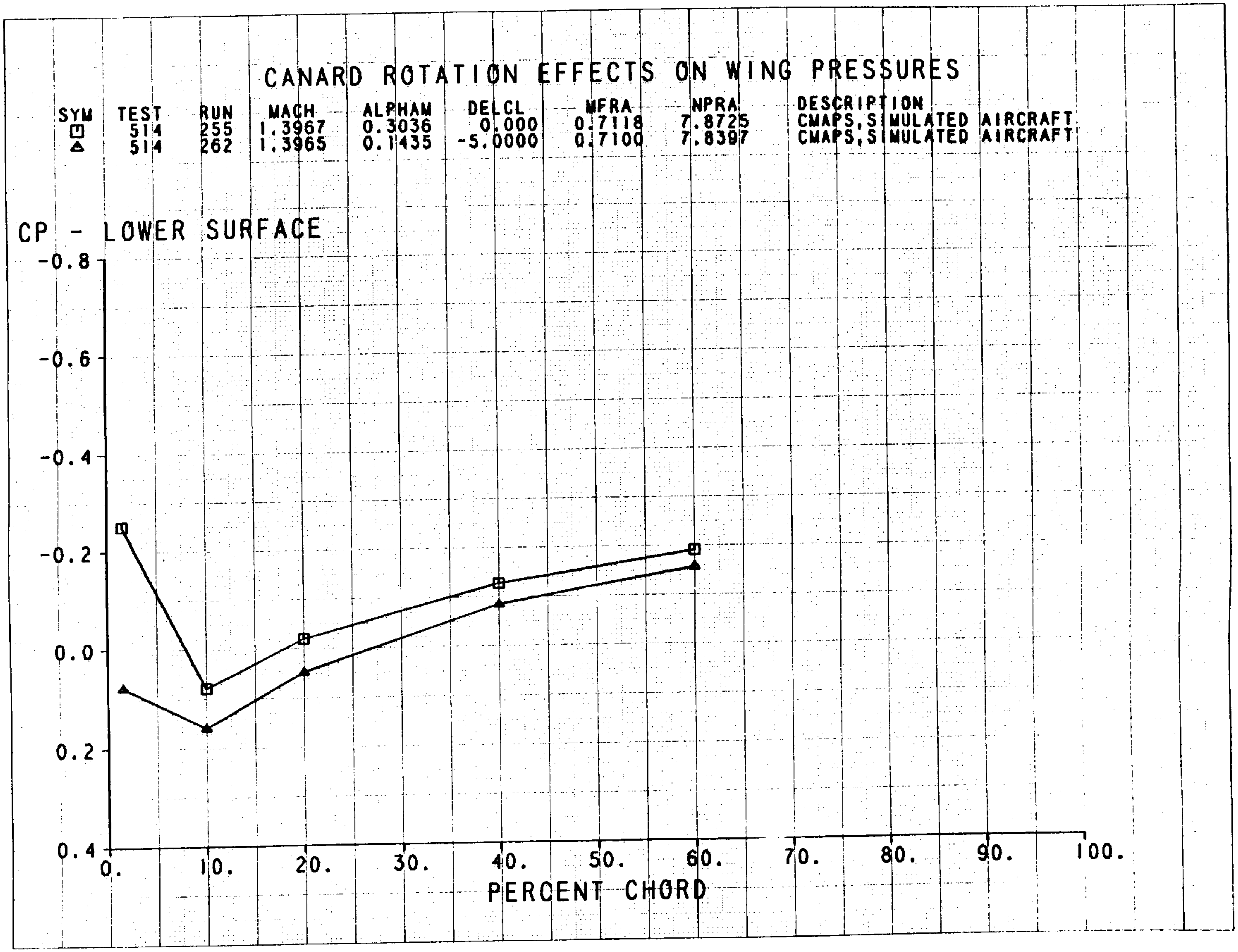


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
△ 514 262 1.3965 0.1435 -5.0000 0.7100 7.8397 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
△ 514 262 1.3965 0.1435 -5.0000 0.7100 7.8397 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
△ 514 262 1.3965 0.1435 -5.0000 0.7100 7.8397 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
△ 514 262 1.3965 0.1435 -5.0000 0.7100 7.8397 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
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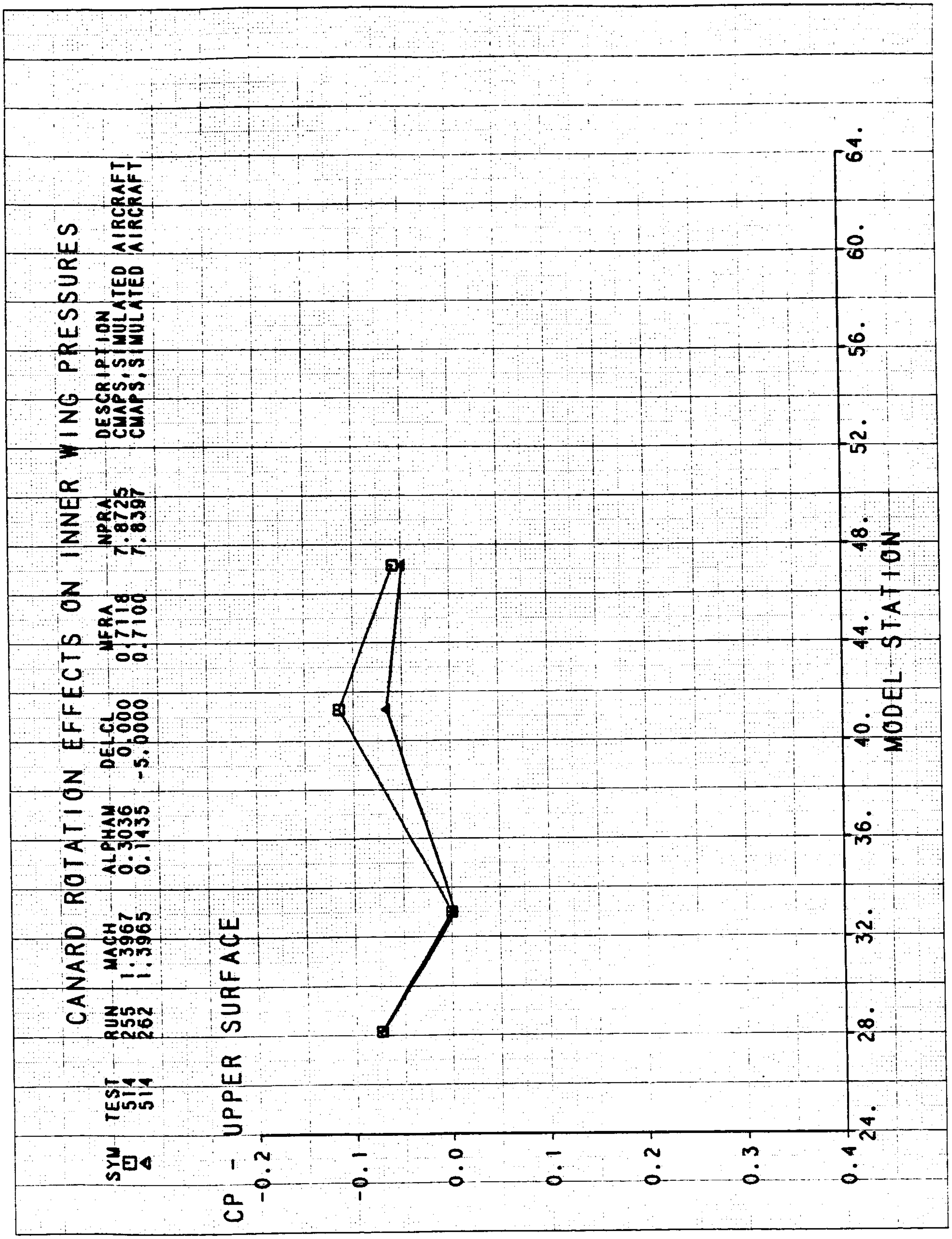
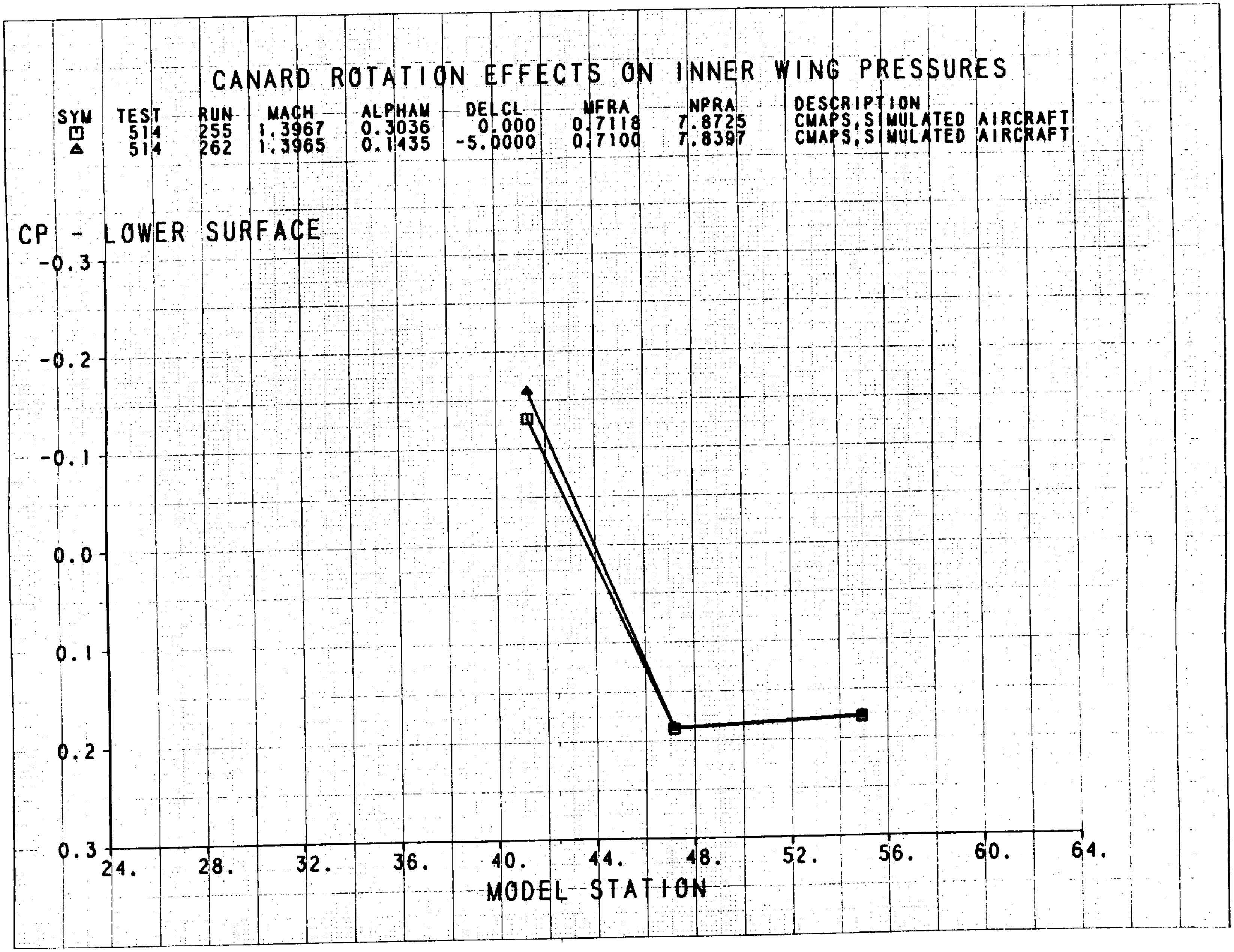
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DEL-CL MFRA NPRA DESCRIPTION
□ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS,SIMULATED AIRCRAFT
△ 514 262 1.3965 0.1435 -5.0000 0.7100 7.8397 CMAPS,SIMULATED AIRCRAFT
UPPER SURFACE
CP
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 255 1.3967 0.3036 0.000 0.7118 7.8725 CMAPS, SIMULATED AIRCRAFT
△ 514 262 1.3965 0.1435 -5.0000 0.7100 7.8397 CMAPS, SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
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24.
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52.
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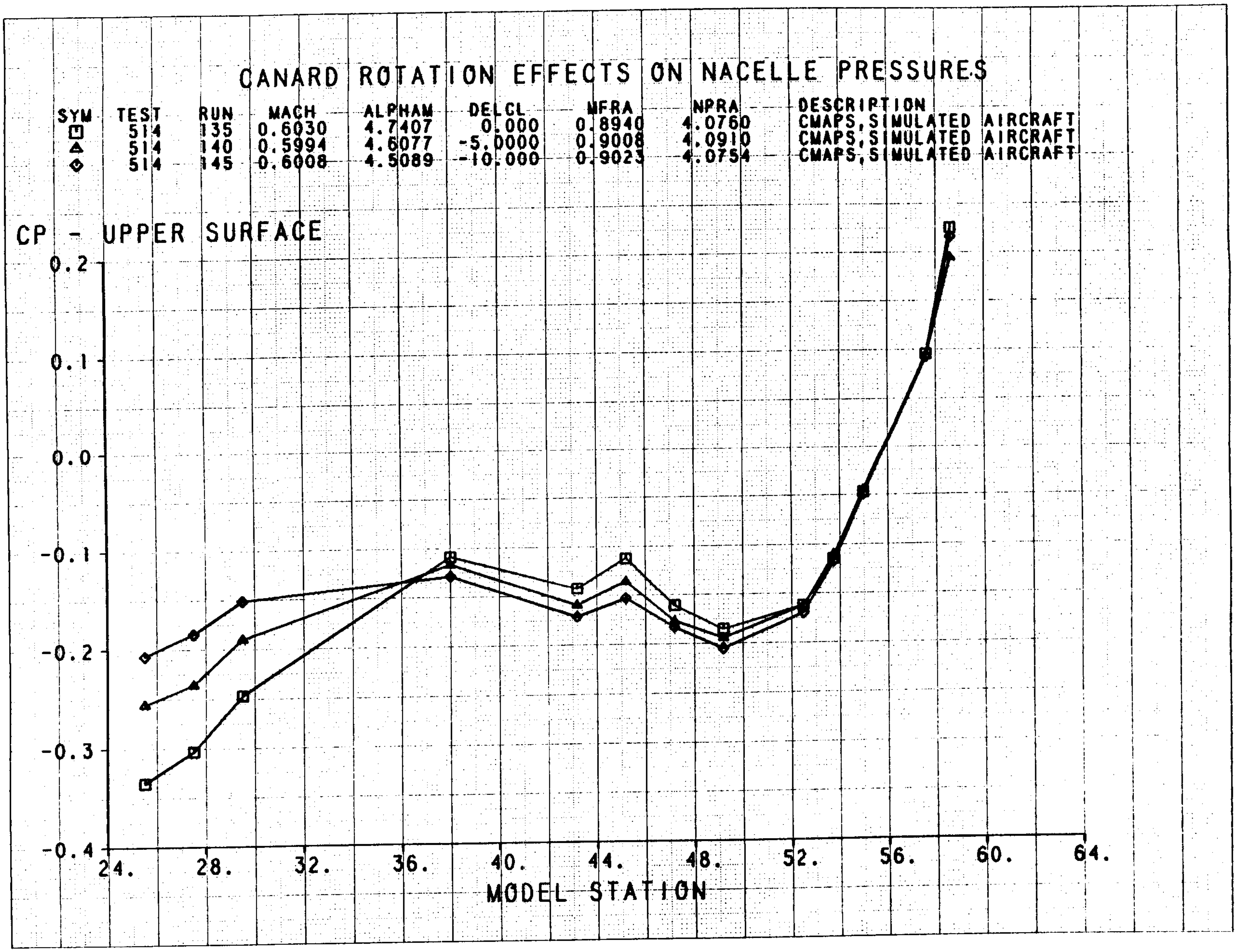
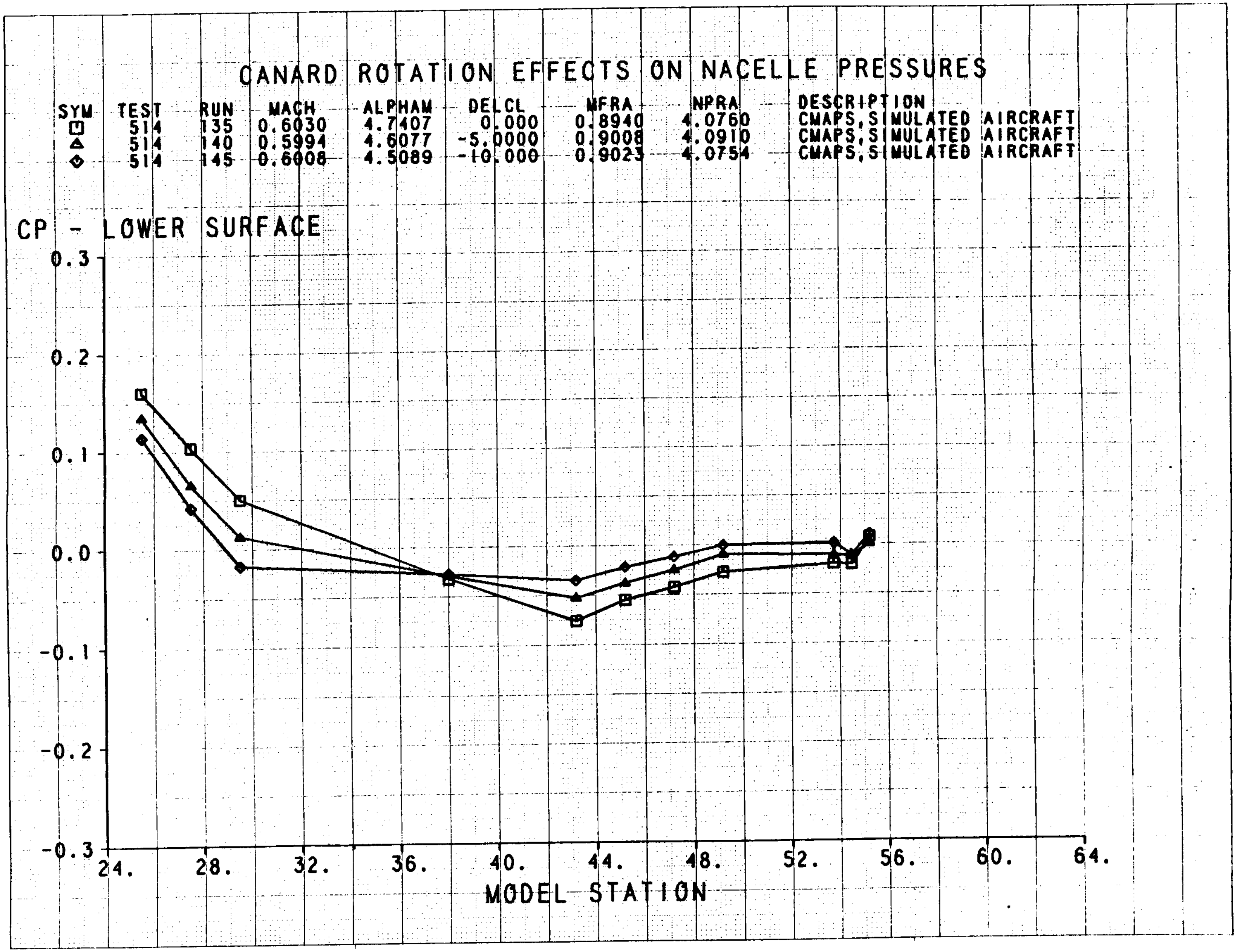
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 135 0.6030 4.7407 0.000 0.8940 4.0760 CMAPS,SIMULATED AIRCRAFT
△ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
◇ 514 145 0.6008 4.5089 -10.000 0.9023 4.0754 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 135 0.6030 4.7407 0.000 0.8940 4.0760 CMAPS,SIMULATED AIRCRAFT
△ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
◇ 514 145 0.6008 4.5089 -10.000 0.9023 4.0754 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
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44.
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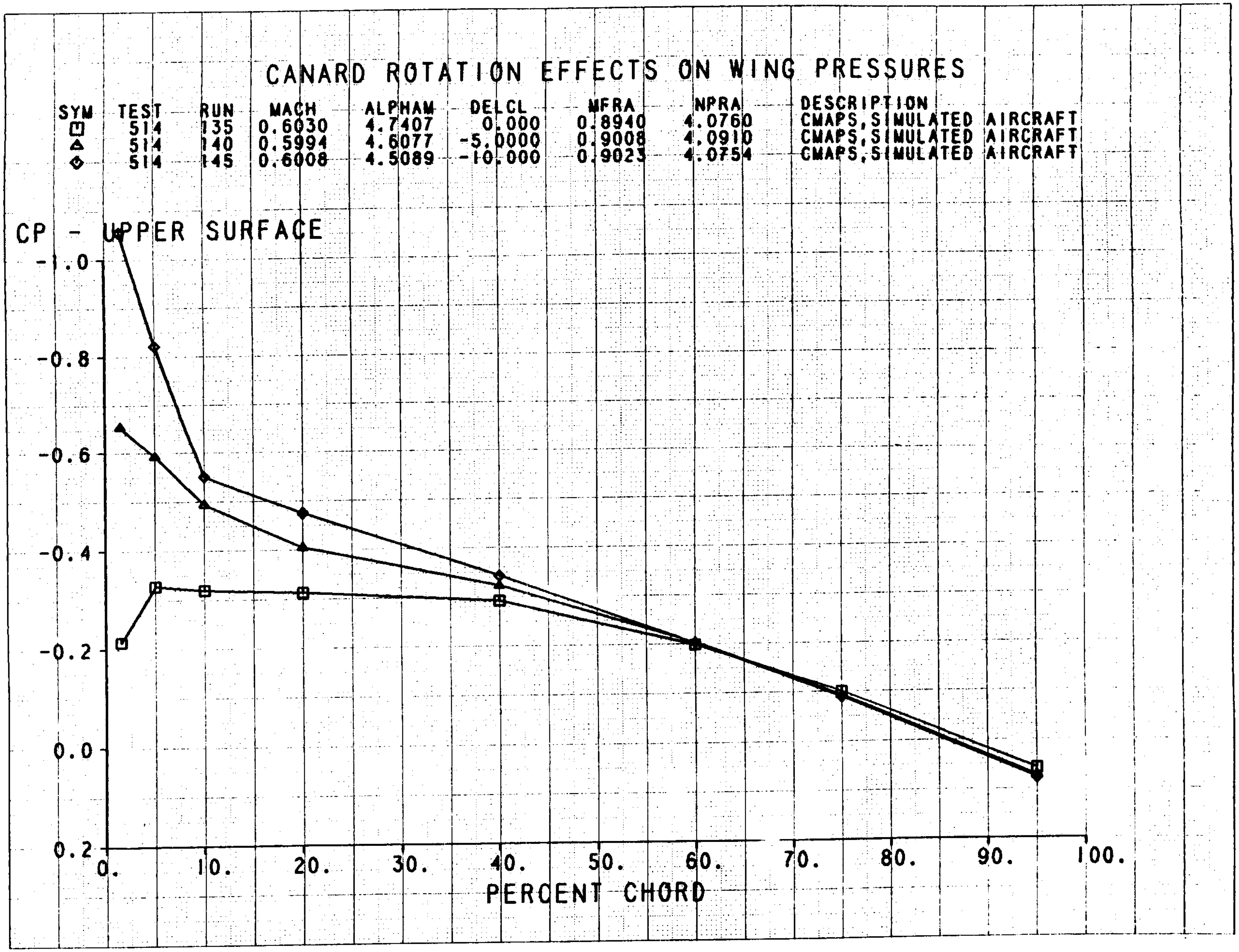
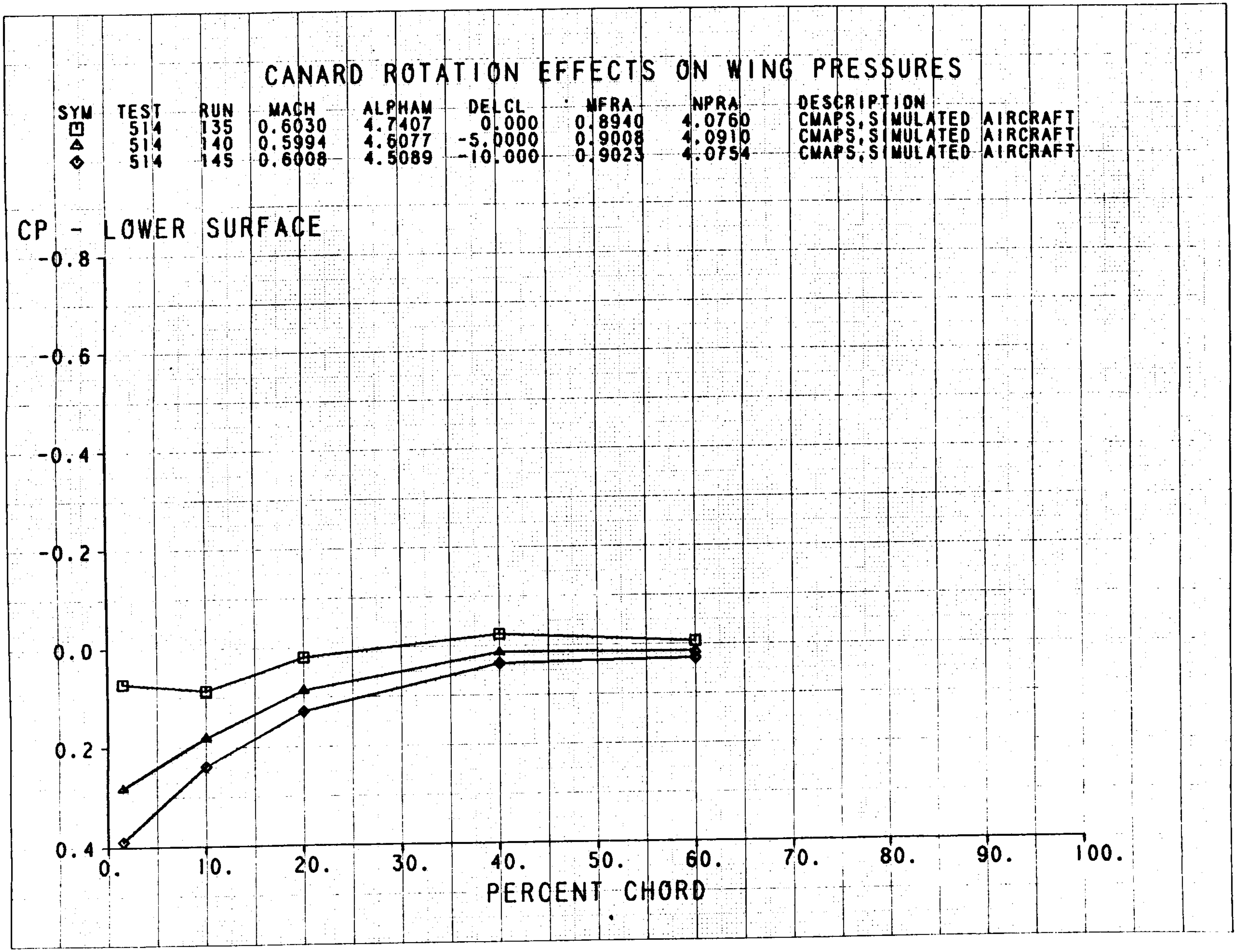
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 135 0.6030 4.7407 0.000 0.8940 4.0760 CMAPS,SIMULATED AIRCRAFT
△ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
◇ 514 145 0.6008 4.5089 -10.000 0.9023 4.0754 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 135 0.6030 4.7407 0.000 0.8940 4.0760 CMAPS,SIMULATED AIRCRAFT
△ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
◇ 514 145 0.6008 4.5089 -10.000 0.9023 4.0754 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
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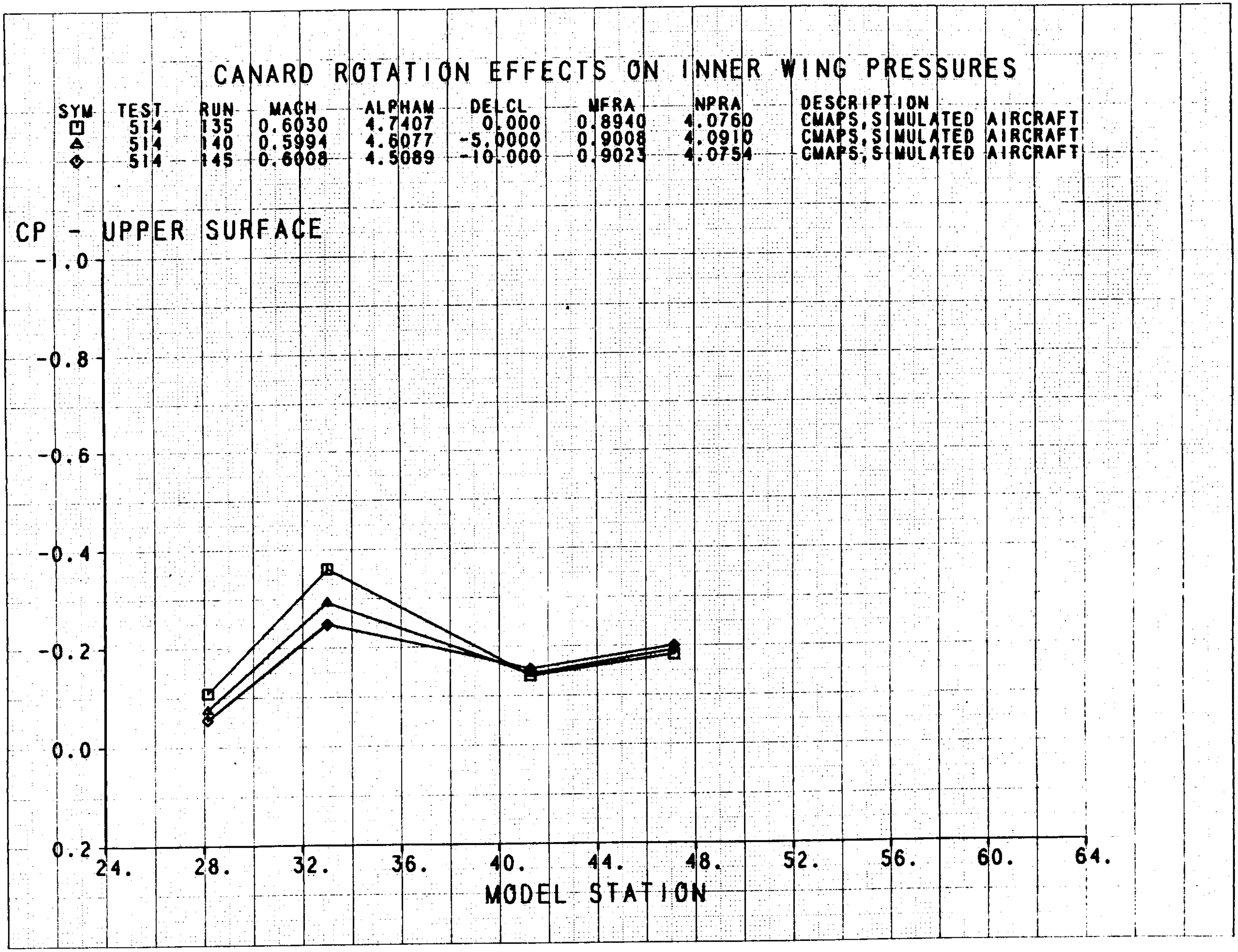
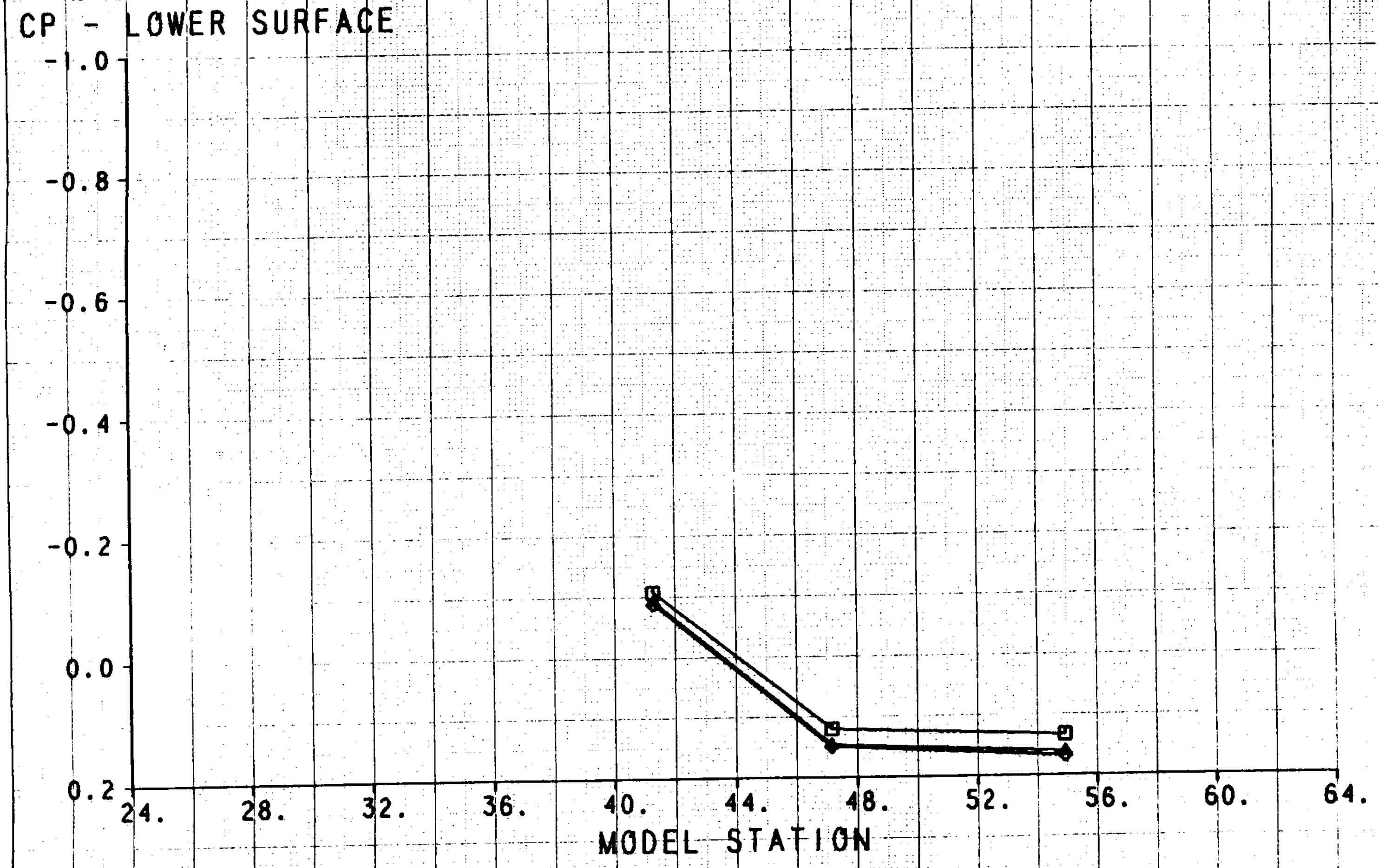
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 135 0.6030 4.7407 0.000 0.8940 4.0760 CMAPS,SIMULATED AIRCRAFT
△ 514 140 0.5994 4.6077 -5.0000 0.9008 4.0910 CMAPS,SIMULATED AIRCRAFT
◇ 514 145 0.6008 4.5089 -10.000 0.9023 4.0754 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

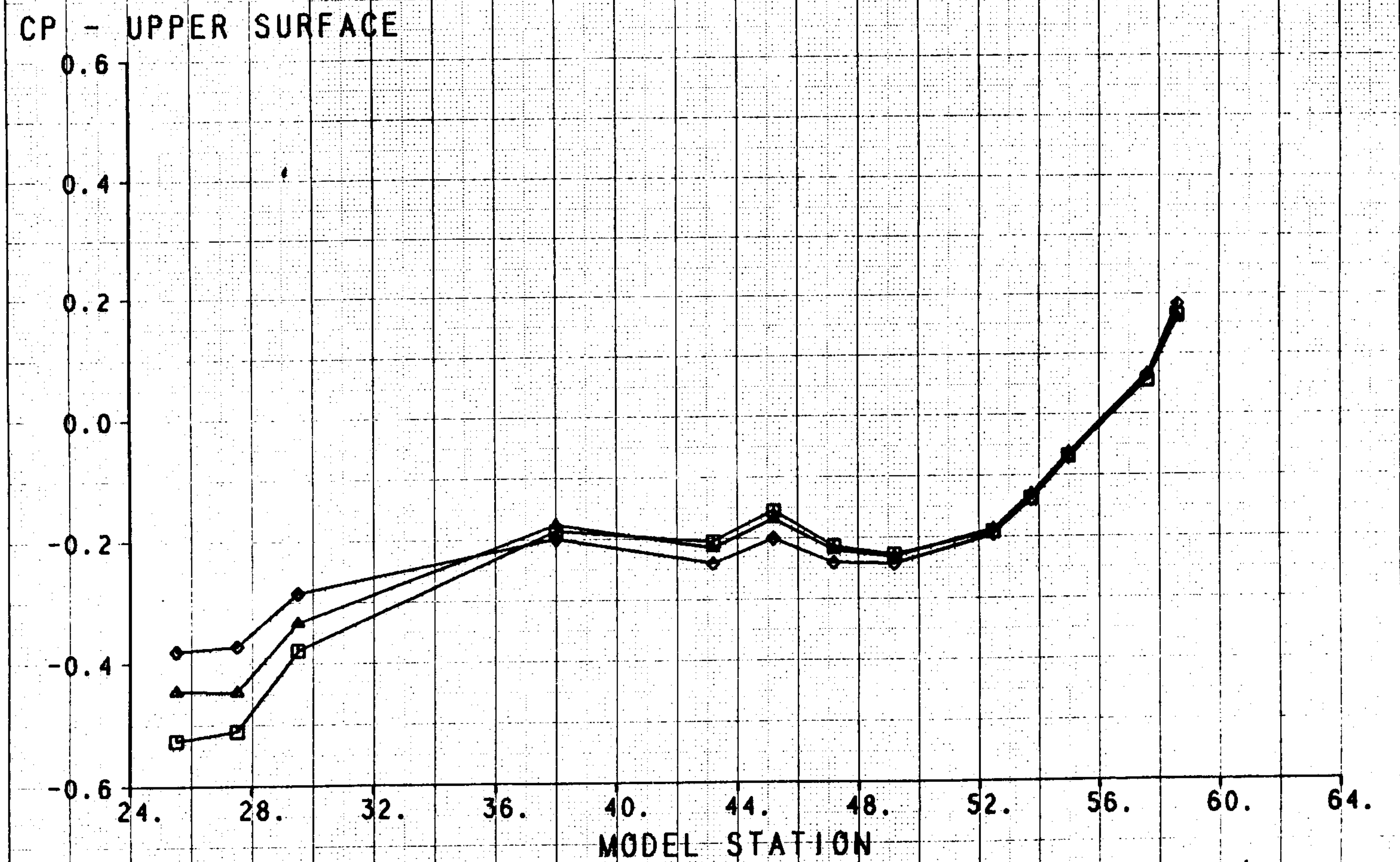
CANARD ROTATION EFFECTS ON INNER WING PRESSURES

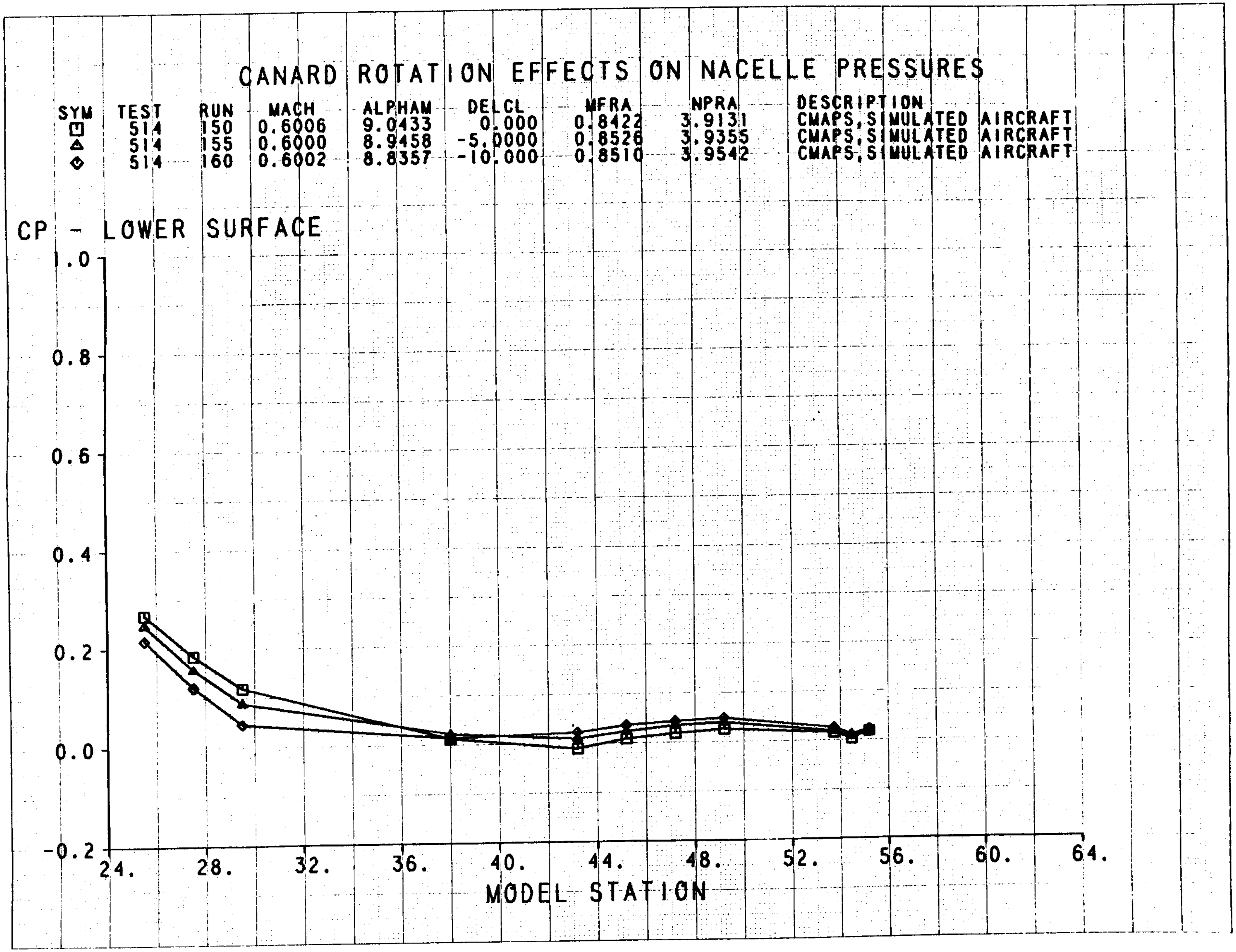
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	135	0.6030	4.7407	0.000	0.8940	4.0760	CMAPS,SIMULATED AIRCRAFT
△	514	140	0.5994	4.6077	-5.0000	0.9008	4.0910	CMAPS,SIMULATED AIRCRAFT
◇	514	145	0.6008	4.5089	-10.000	0.9023	4.0754	CMAPS,SIMULATED AIRCRAFT

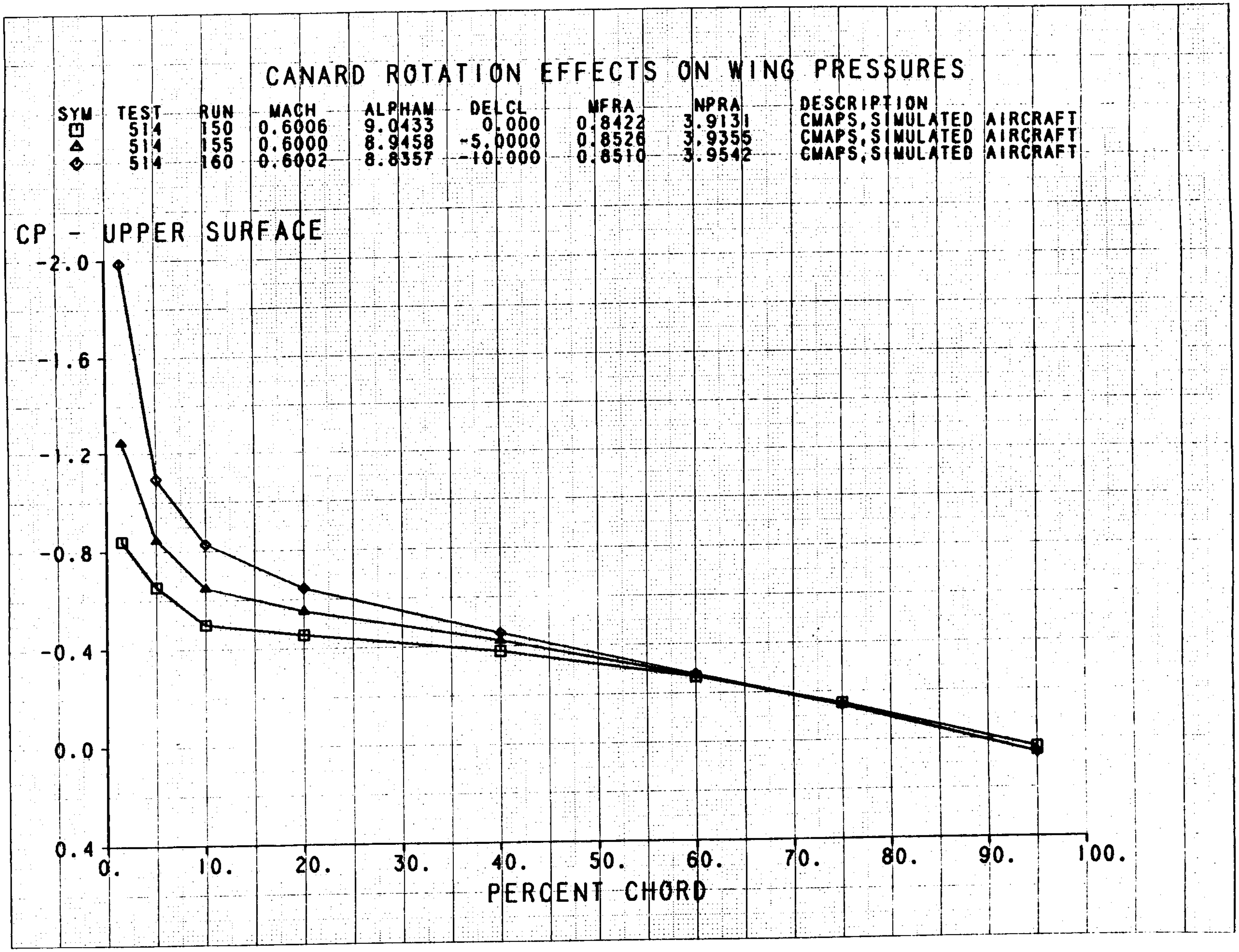


CANARD ROTATION EFFECTS ON NACELLE PRESSURES

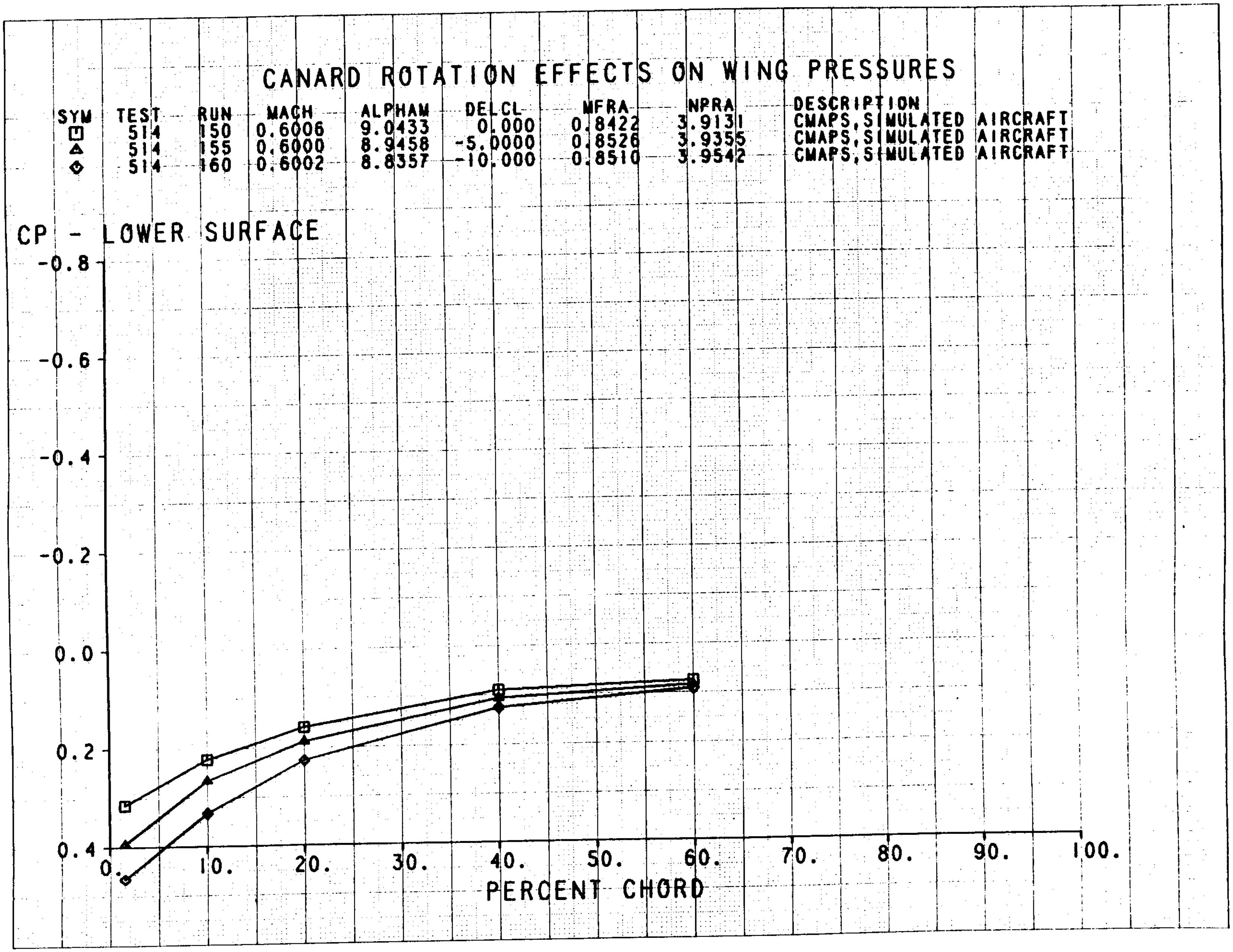
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	150	0.6006	9.0433	0.000	0.8422	3.9131	CMAPS,SIMULATED AIRCRAFT
△	514	155	0.6000	8.9458	-5.0000	0.8526	3.9355	CMAPS,SIMULATED AIRCRAFT
◇	514	160	0.6002	8.8357	-10.000	0.8510	3.9542	CMAPS,SIMULATED AIRCRAFT

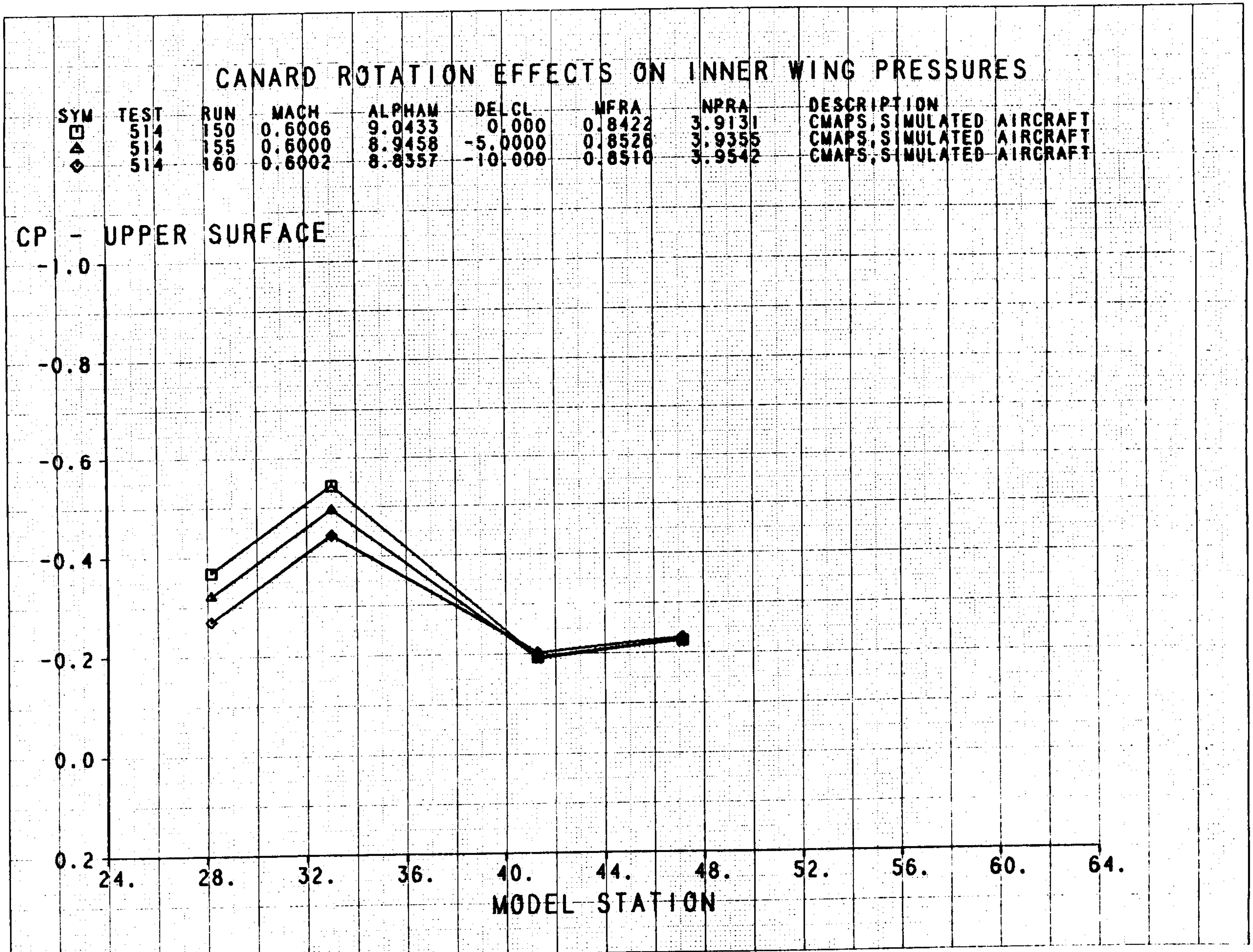


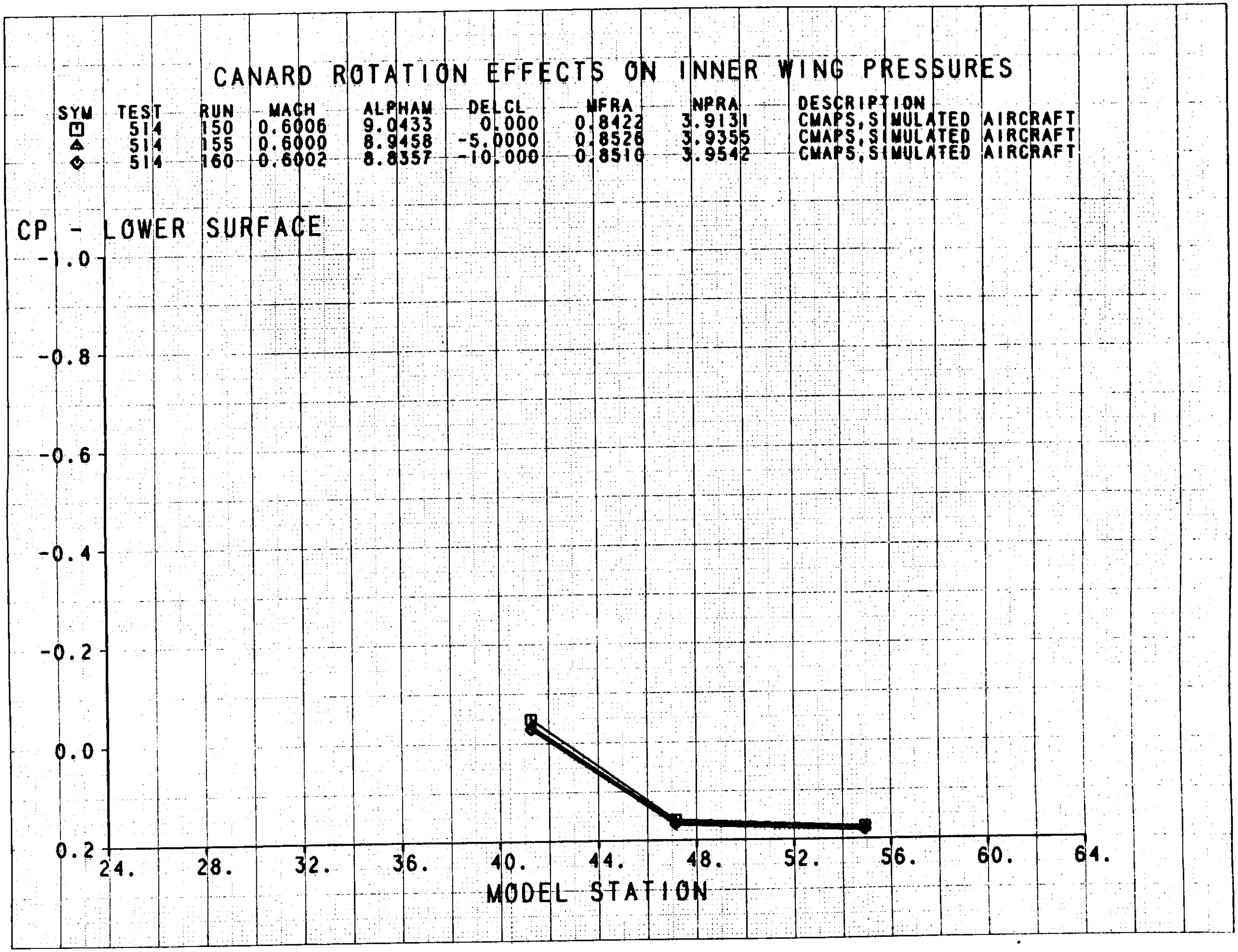

CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 150 0.6006 9.0433 0.000 0.8422 3.9131 CMAPS,SIMULATED AIRCRAFT
△ 514 155 0.6000 8.9458 -5.0000 0.8526 3.9355 CMAPS,SIMULATED AIRCRAFT
◇ 514 160 0.6002 8.8357 -10.000 0.8510 3.9542 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
1.0
0.8
0.6
0.4
0.2
0.0
-0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

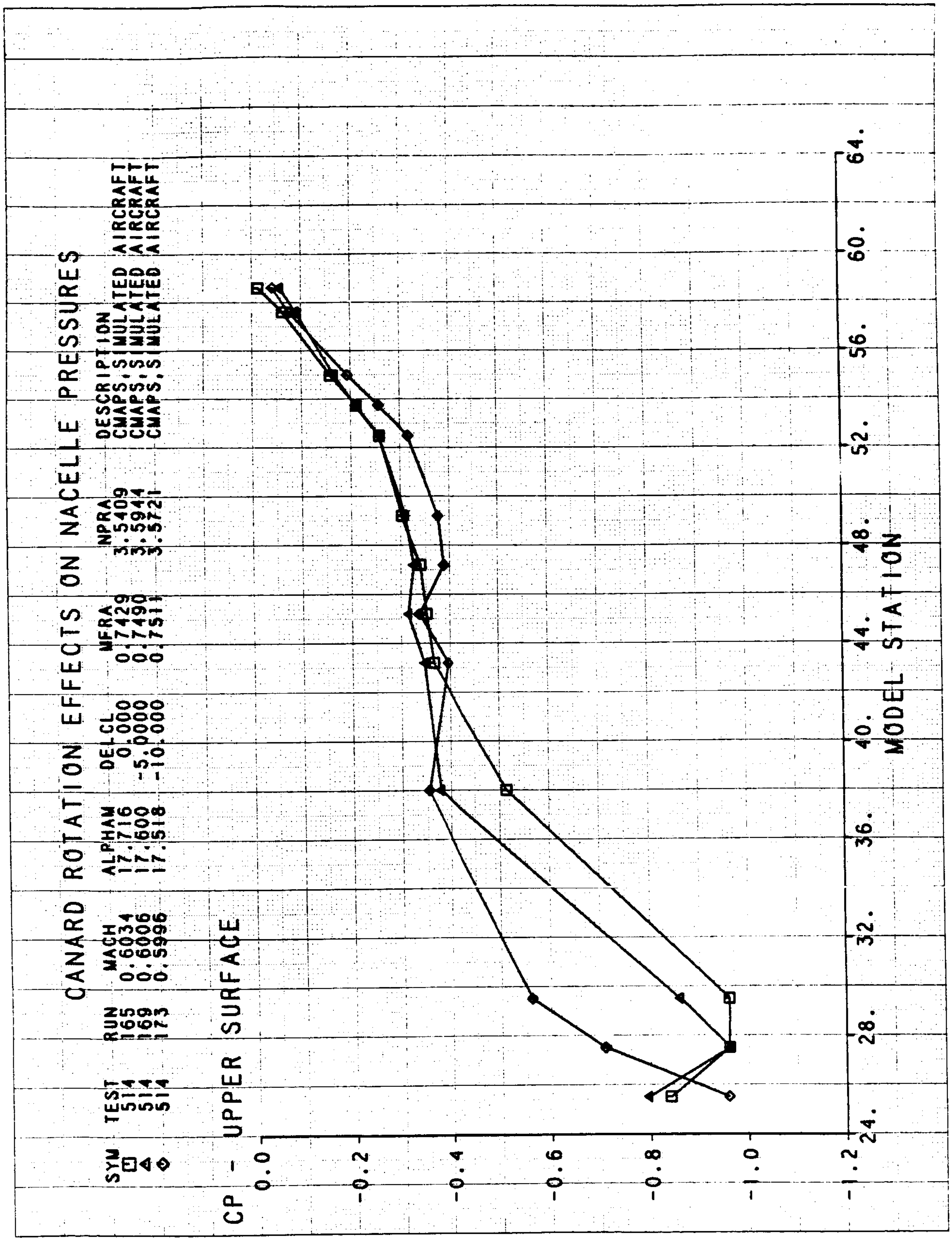


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 150 0.6006 9.0433 0.000 0.8422 3.9131 CMAPS,SIMULATED AIRCRAFT
△ 514 155 0.6000 8.9458 -5.0000 0.8526 3.9355 CMAPS,SIMULATED AIRCRAFT
◇ 514 160 0.6002 8.8357 -10.000 0.8510 3.9542 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 150 0.6006 9.0433 0.000 0.8422 3.9131 CMAPS,SIMULATED AIRCRAFT
△ 514 155 0.6000 8.9458 -5.0000 0.8526 3.9355 CMAPS,SIMULATED AIRCRAFT
◇ 514 160 0.6002 8.8357 -10.000 0.8510 3.9542 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 150 0.6006 9.0433 0.000 0.8422 3.9131 CMAPS,SIMULATED AIRCRAFT
△ 514 155 0.6000 8.9458 -5.0000 0.8526 3.9355 CMAPS,SIMULATED AIRCRAFT
◇ 514 160 0.6002 8.8357 -10.000 0.8510 3.9542 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

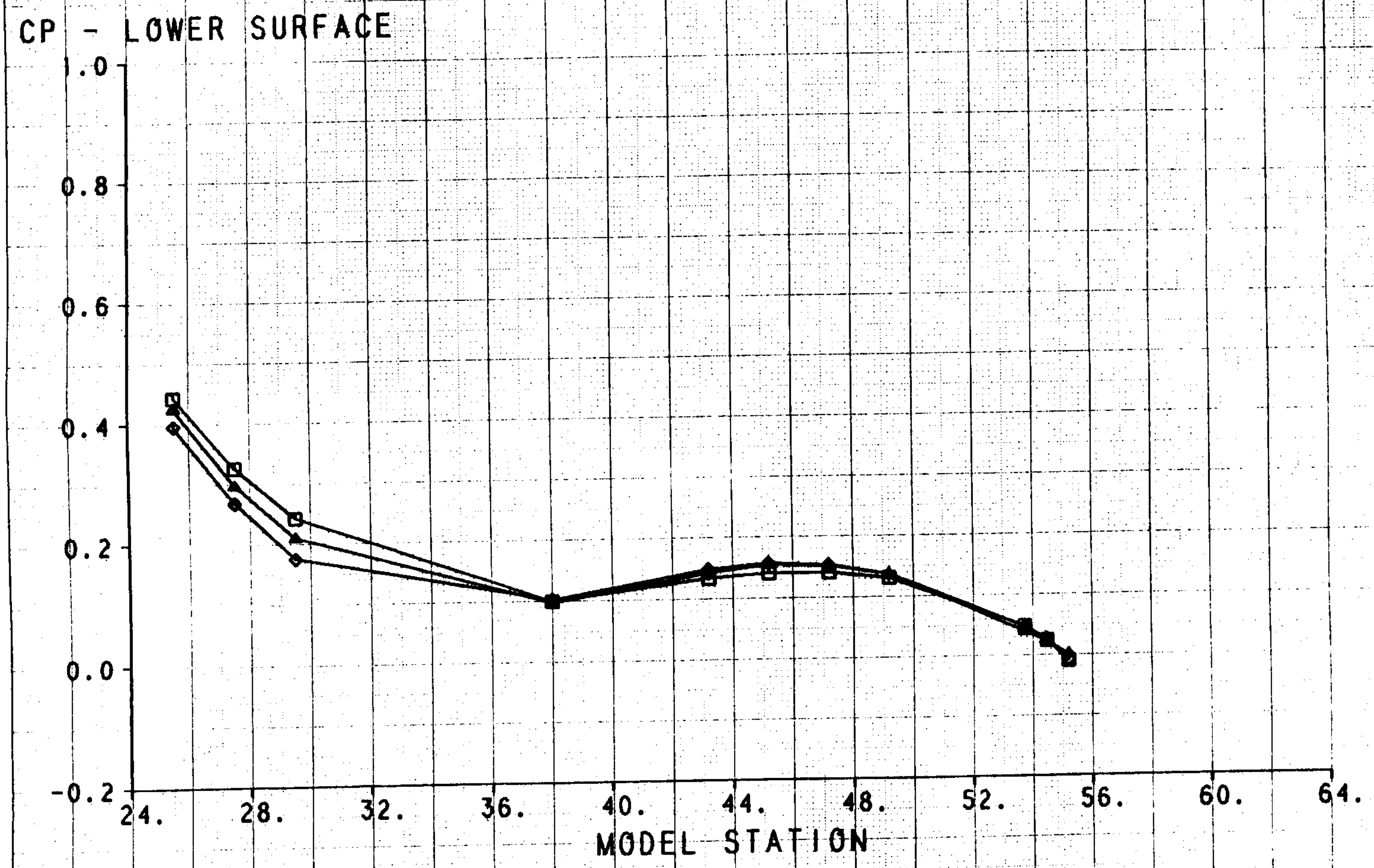

CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 150 0.6006 9.0433 0.000 0.8422 3.9131 CMAPS,SIMULATED AIRCRAFT
△ 514 155 0.6000 8.9458 -5.0000 0.8526 3.9355 CMAPS,SIMULATED AIRCRAFT
◇ 514 160 0.6002 8.8357 -10.000 0.8510 3.9542 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

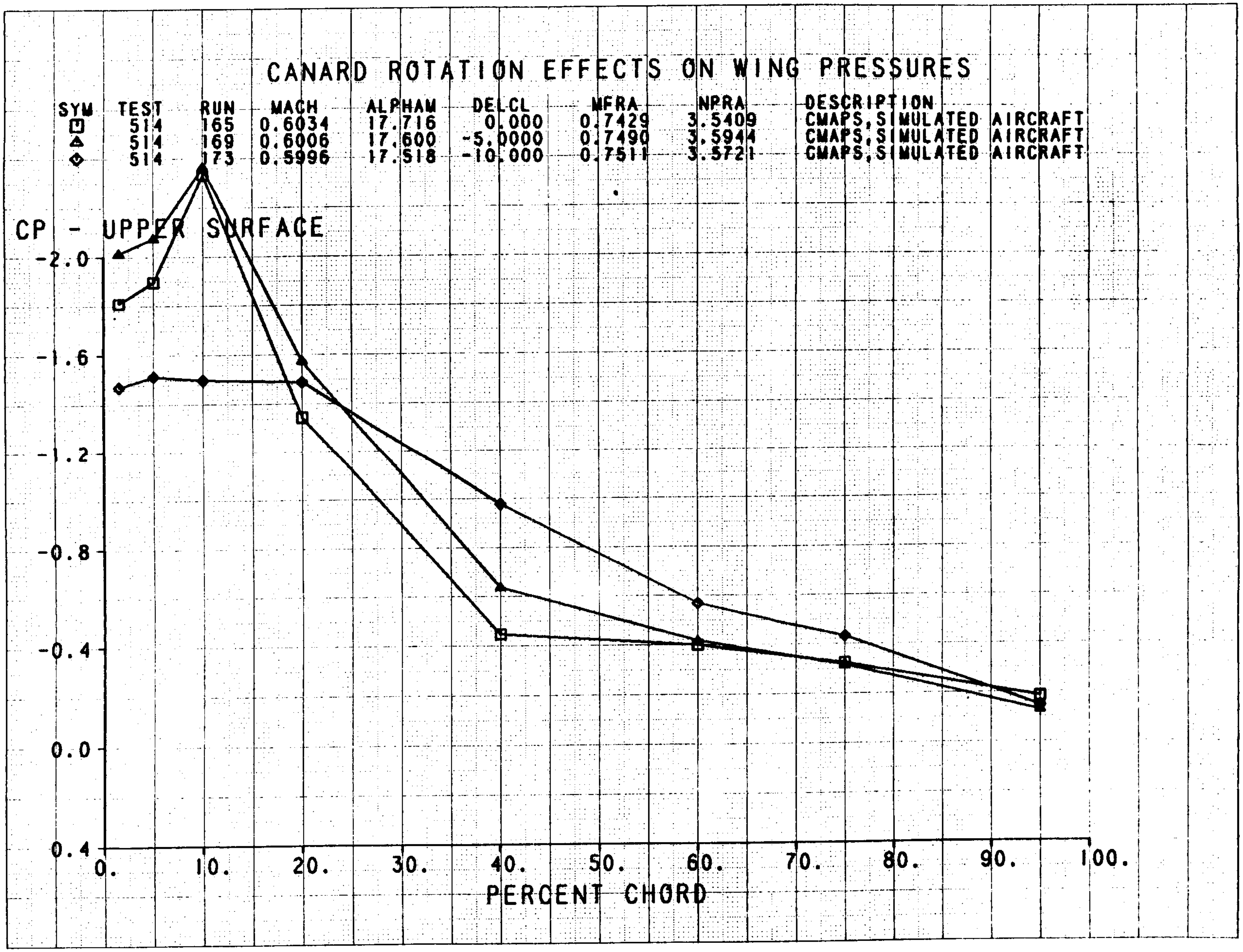


CANARD ROTATION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 165 0.6034 17.716 0.000 0.7429 3.5409 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS,SIMULATED AIRCRAFT
◇ 514 173 0.5996 17.518 -10.000 0.7511 3.5721 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
-1.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

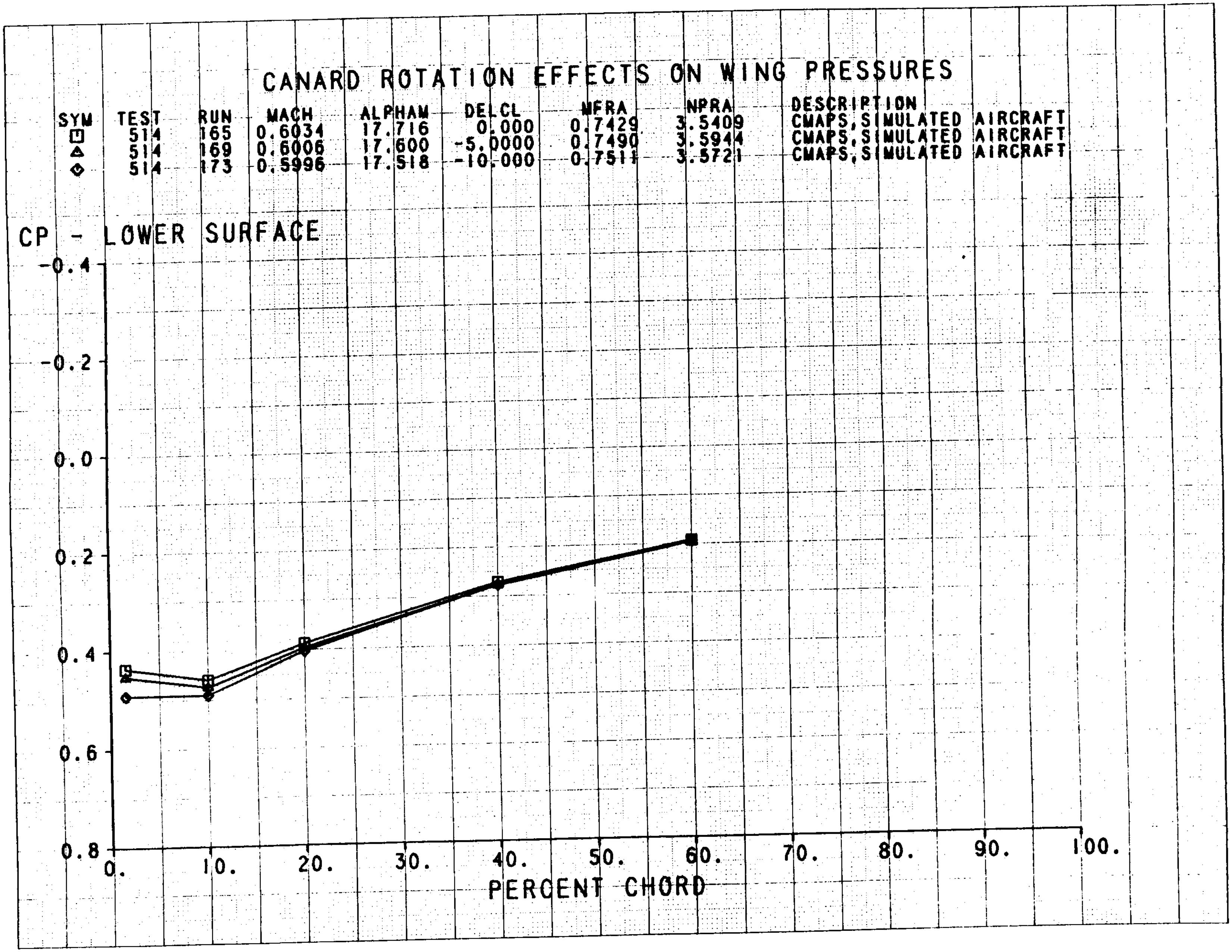
CANARD ROTATION EFFECTS ON NACELLE PRESSURES

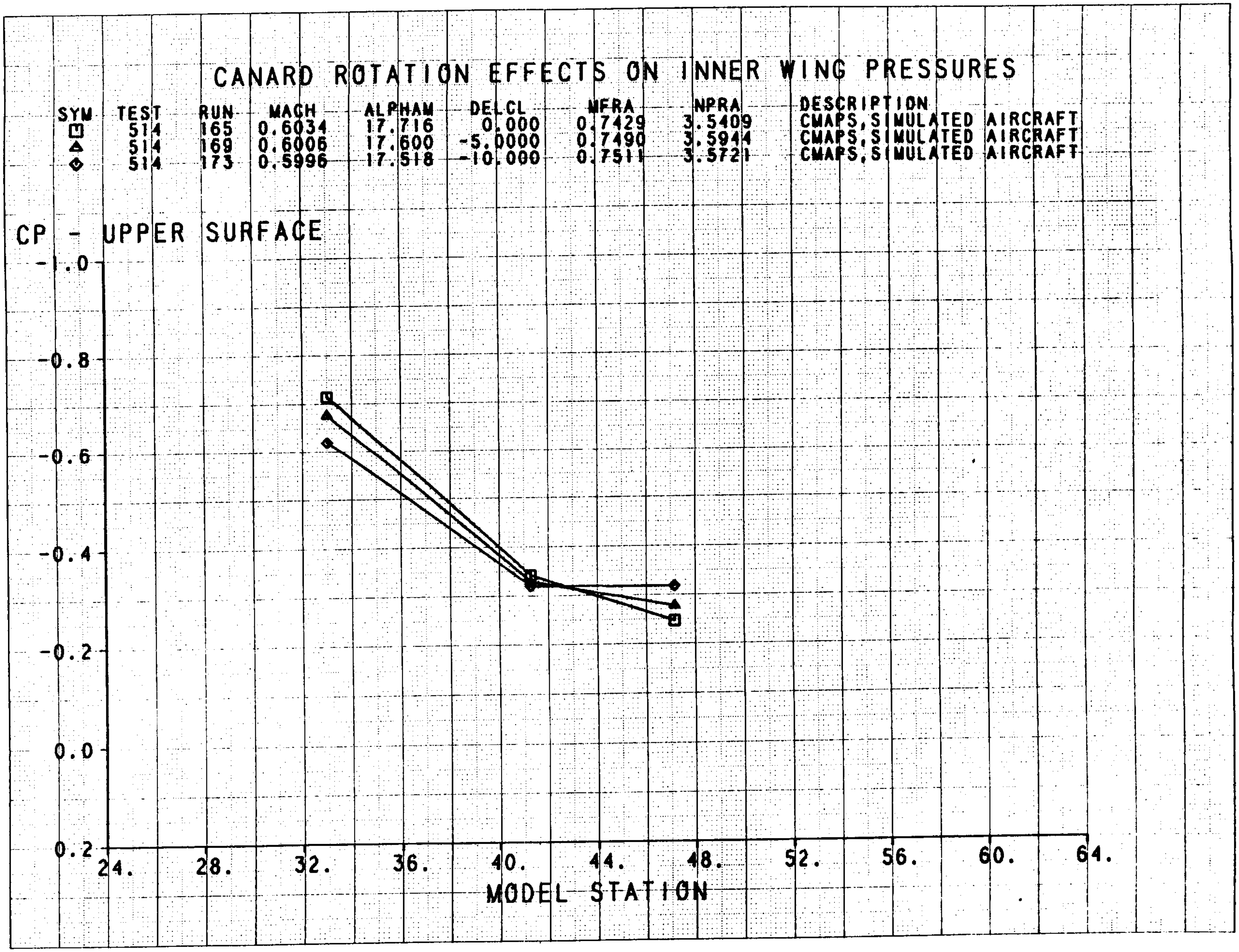
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	165	0.6034	17.716	0.000	0.7429	3.5409	CMAPS,SIMULATED AIRCRAFT
△	514	169	0.6006	17.600	-5.0000	0.7490	3.5944	CMAPS,SIMULATED AIRCRAFT
◇	514	173	0.5996	17.518	-10.000	0.7511	3.5721	CMAPS,SIMULATED AIRCRAFT

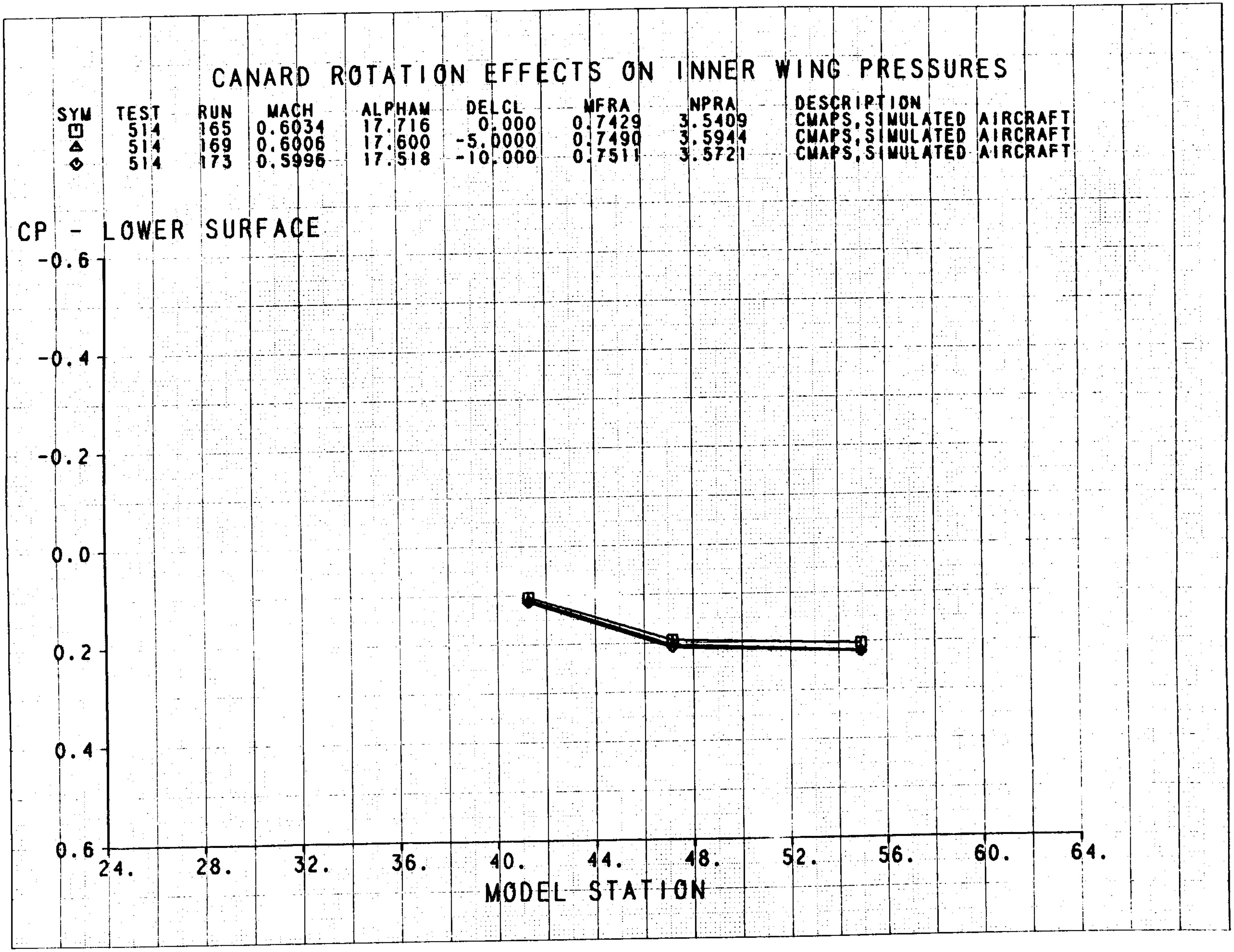


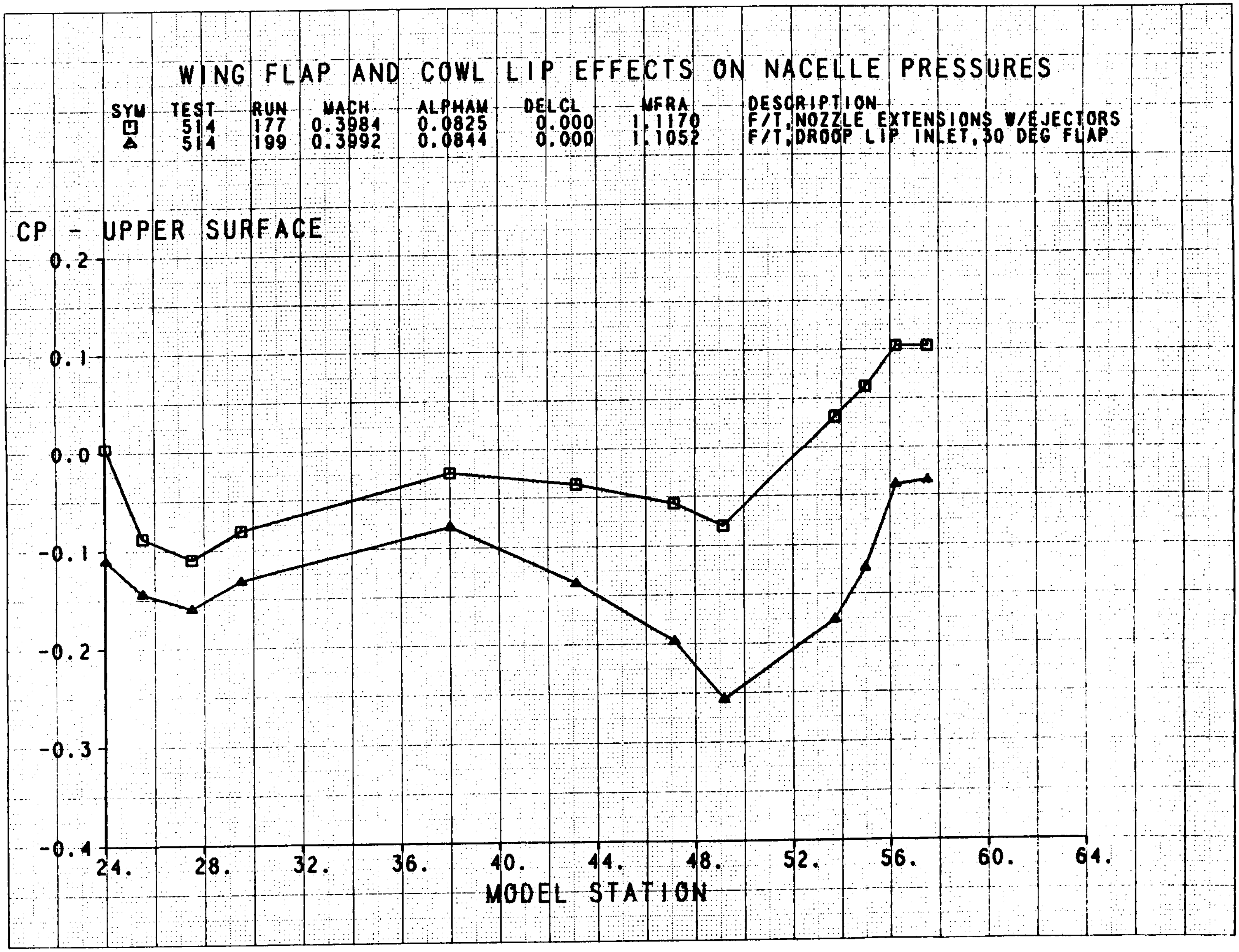

CANARD ROTATION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 165 0.6034 17.716 0.000 0.7429 3.5409 CMAPS, SIMULATED AIRCRAFT
△ 514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS, SIMULATED AIRCRAFT
◇ 514 173 0.5996 17.518 -10.000 0.7511 3.5721 CMAPS, SIMULATED AIRCRAFT
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

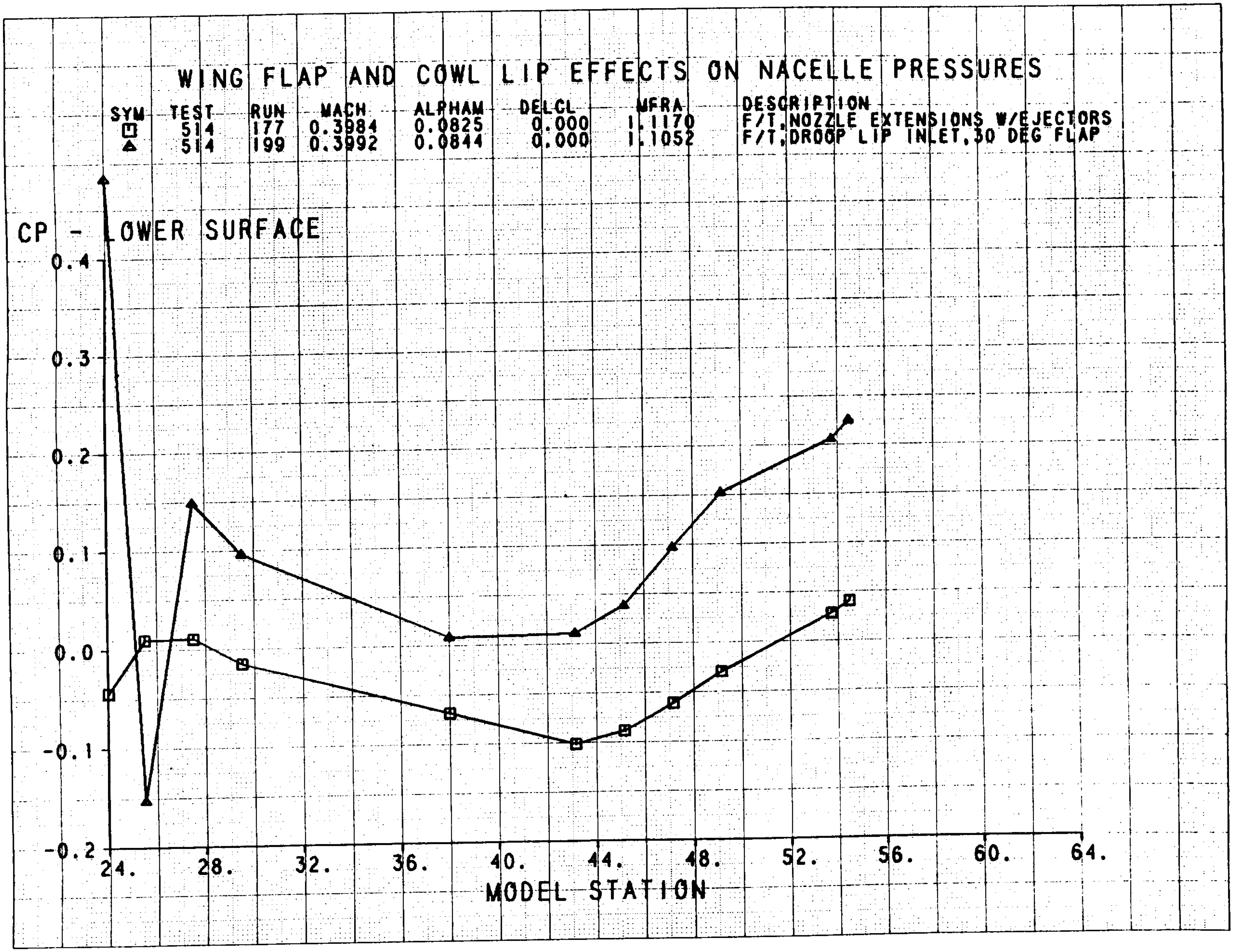
ORIGINAL PAGE IS
OF POOR QUALITY




CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 165 0.6034 17.716 0.000 0.7429 3.5409 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS,SIMULATED AIRCRAFT
◇ 514 173 0.5996 17.518 -10.000 0.7511 3.5721 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


CANARD ROTATION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 165 0.6034 17.716 0.000 0.7429 3.5409 CMAPS,SIMULATED AIRCRAFT
△ 514 169 0.6006 17.600 -5.0000 0.7490 3.5944 CMAPS,SIMULATED AIRCRAFT
◇ 514 173 0.5996 17.518 -10.000 0.7511 3.5721 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.6
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


WING FLAP AND COWL LIP EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 177 0.3984 0.0825 0.000 1.1170 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


WING FLAP AND COWL LIP EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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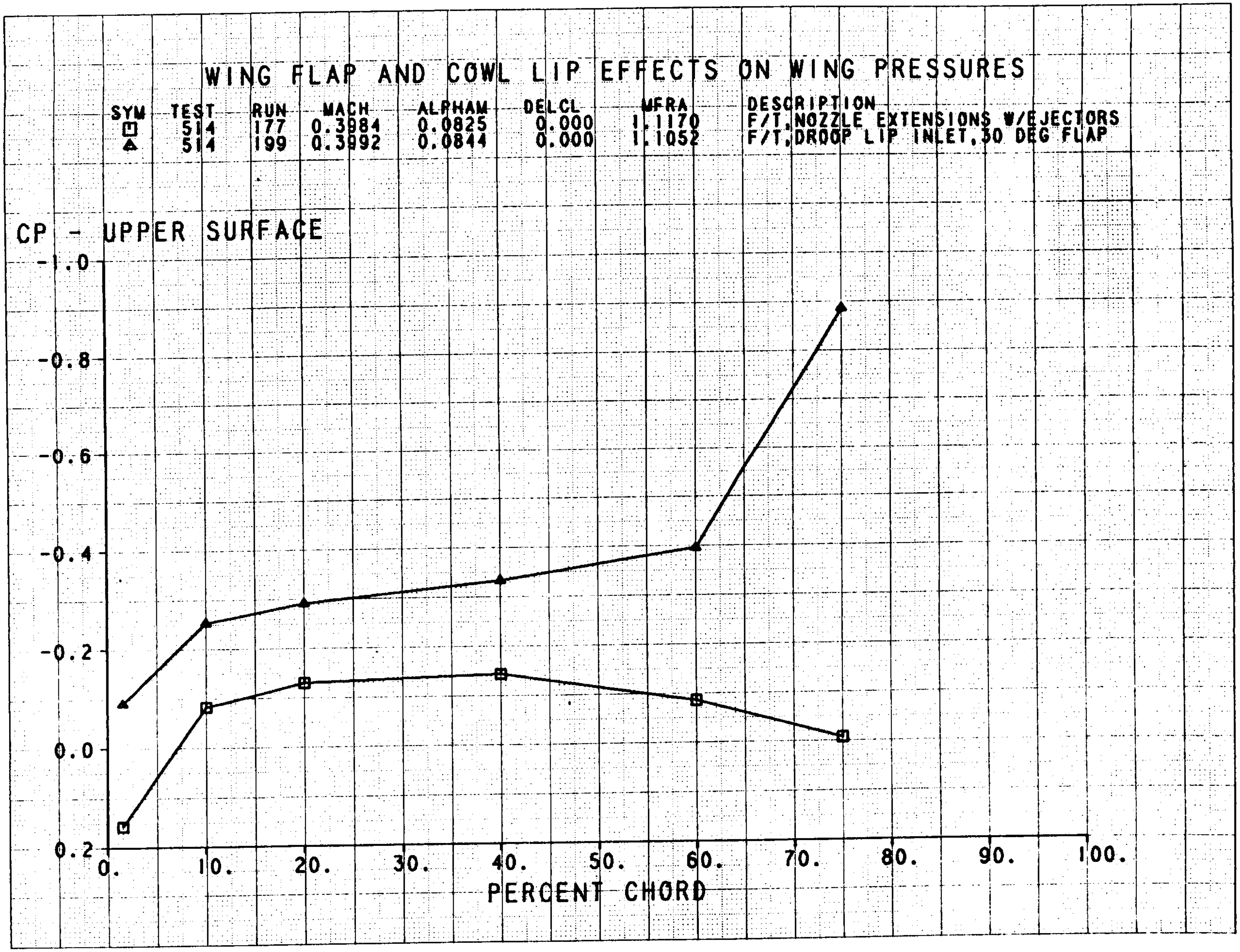
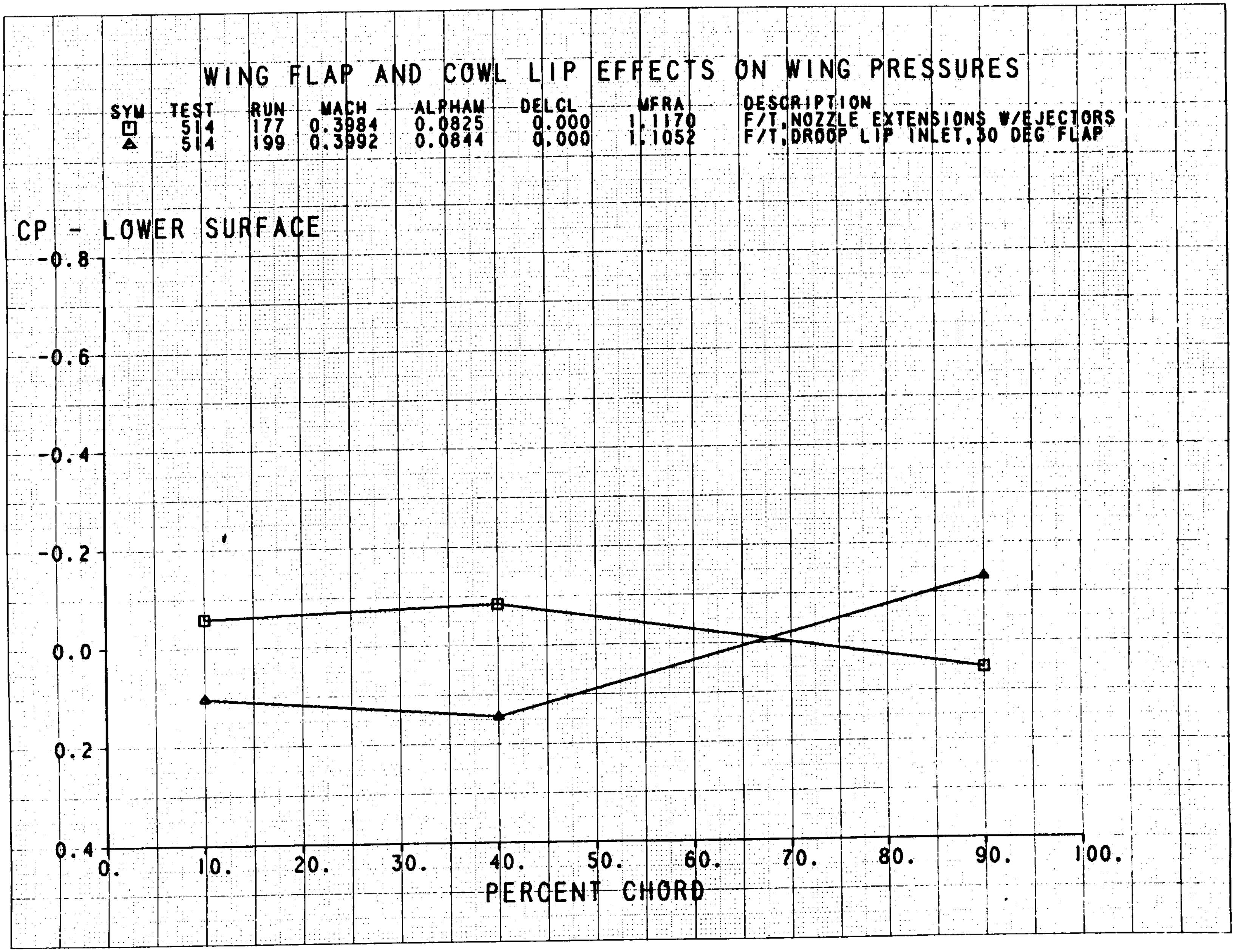
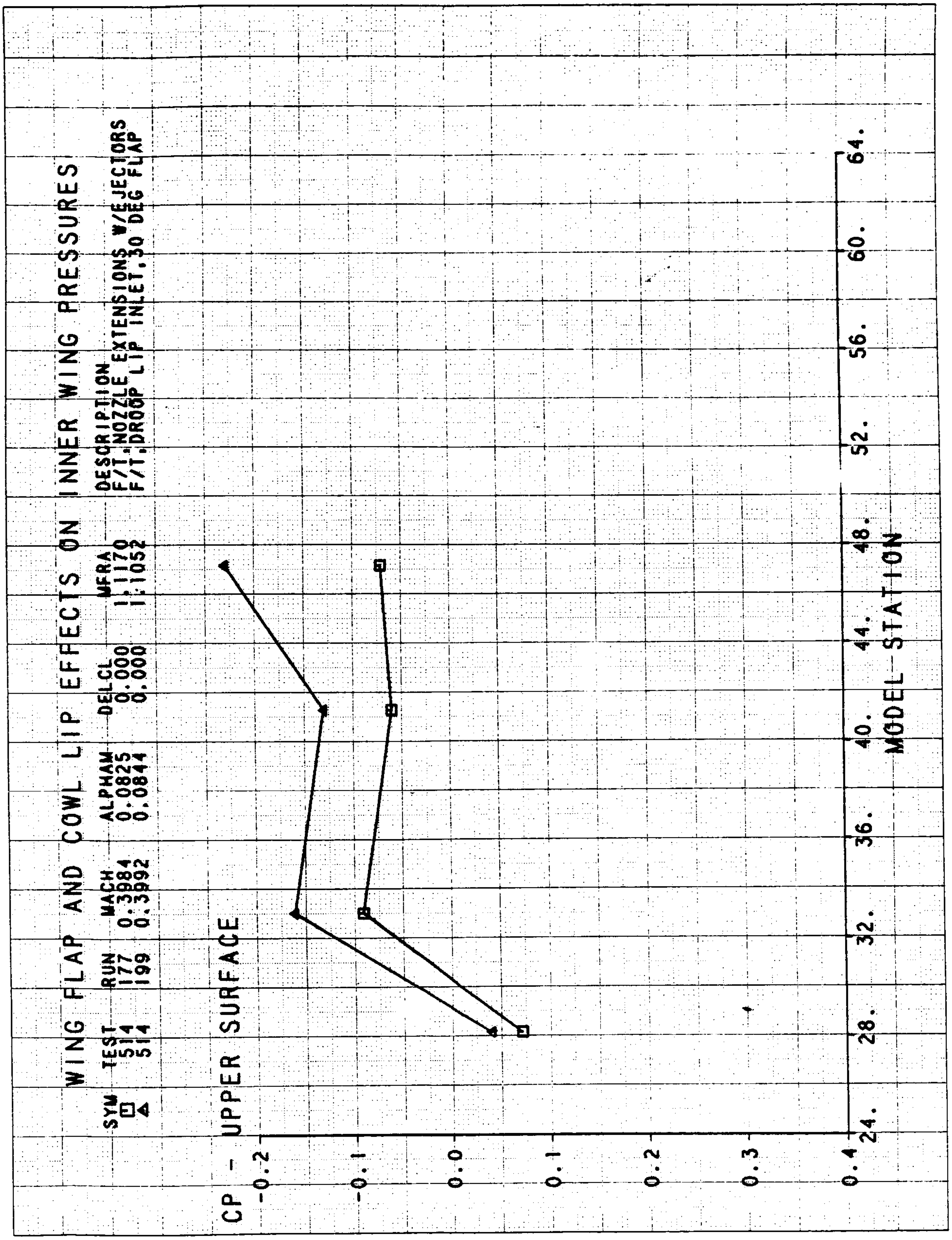
514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - LOWER SURFACE
0.4
0.3
0.2
0.1
0.0
-0.1
-0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



WING FLAP AND COWL LIP EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 177 0.3984 0.0825 0.000 1.1170 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


WING FLAP AND COWL LIP EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 177 0.3984 0.0825 0.000 1.1170 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


WING FLAP AND COWL LIP EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 177 0.3984 0.0825 0.000 1.1170 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
UPPER SURFACE
CP - -0.2 -0.1 0.0 0.1 0.2 0.3 0.4
24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64.
MODEL STATION

C-6

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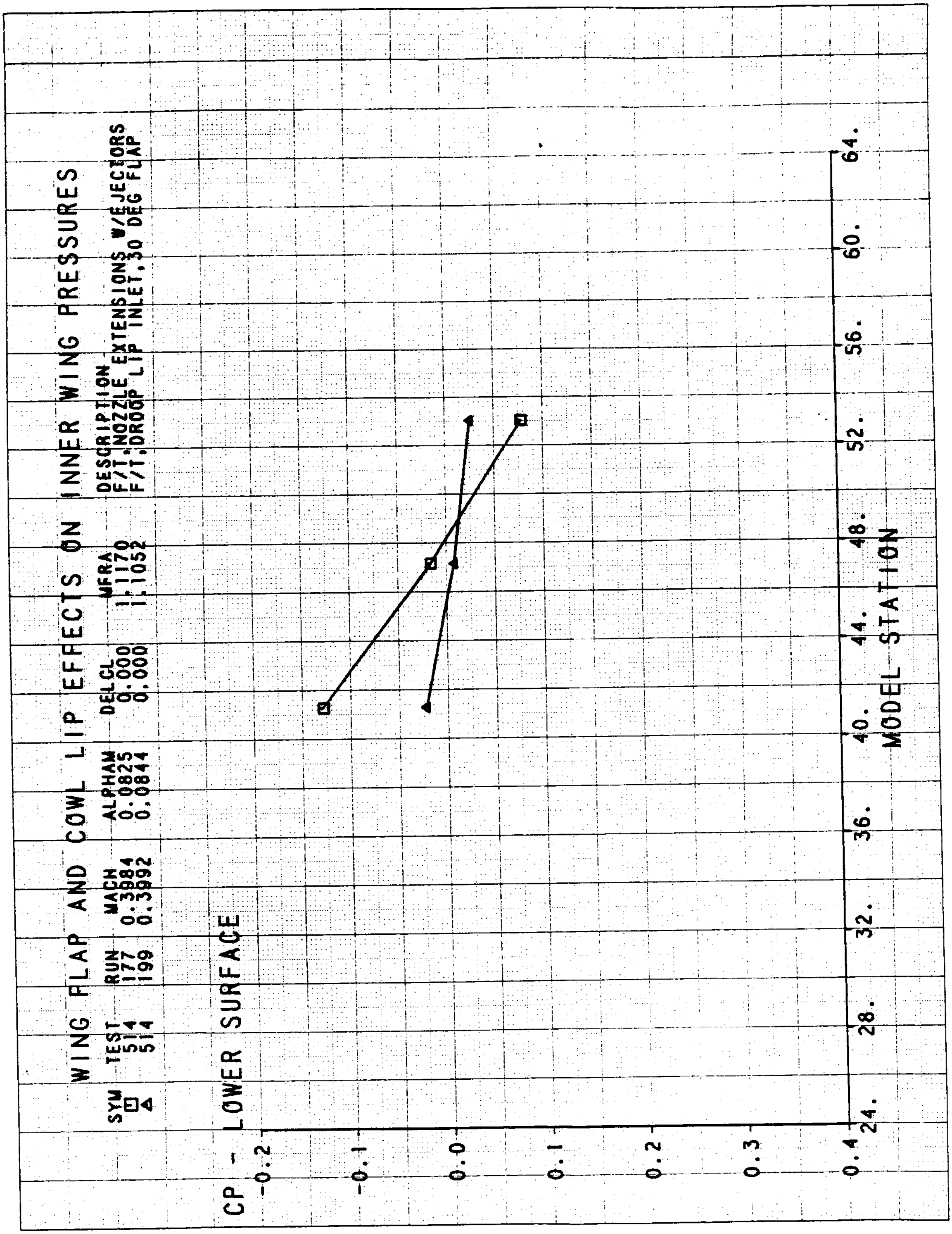

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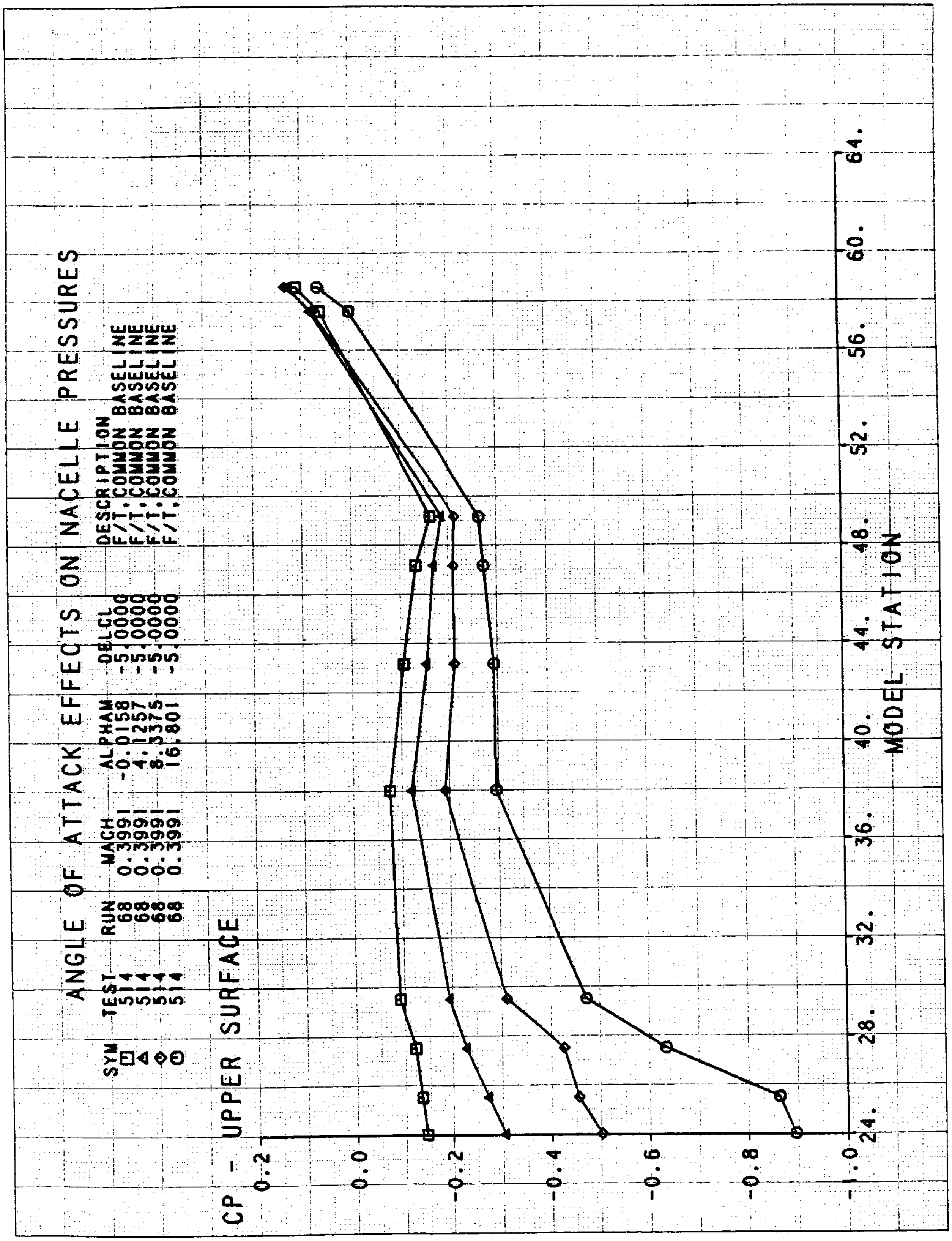

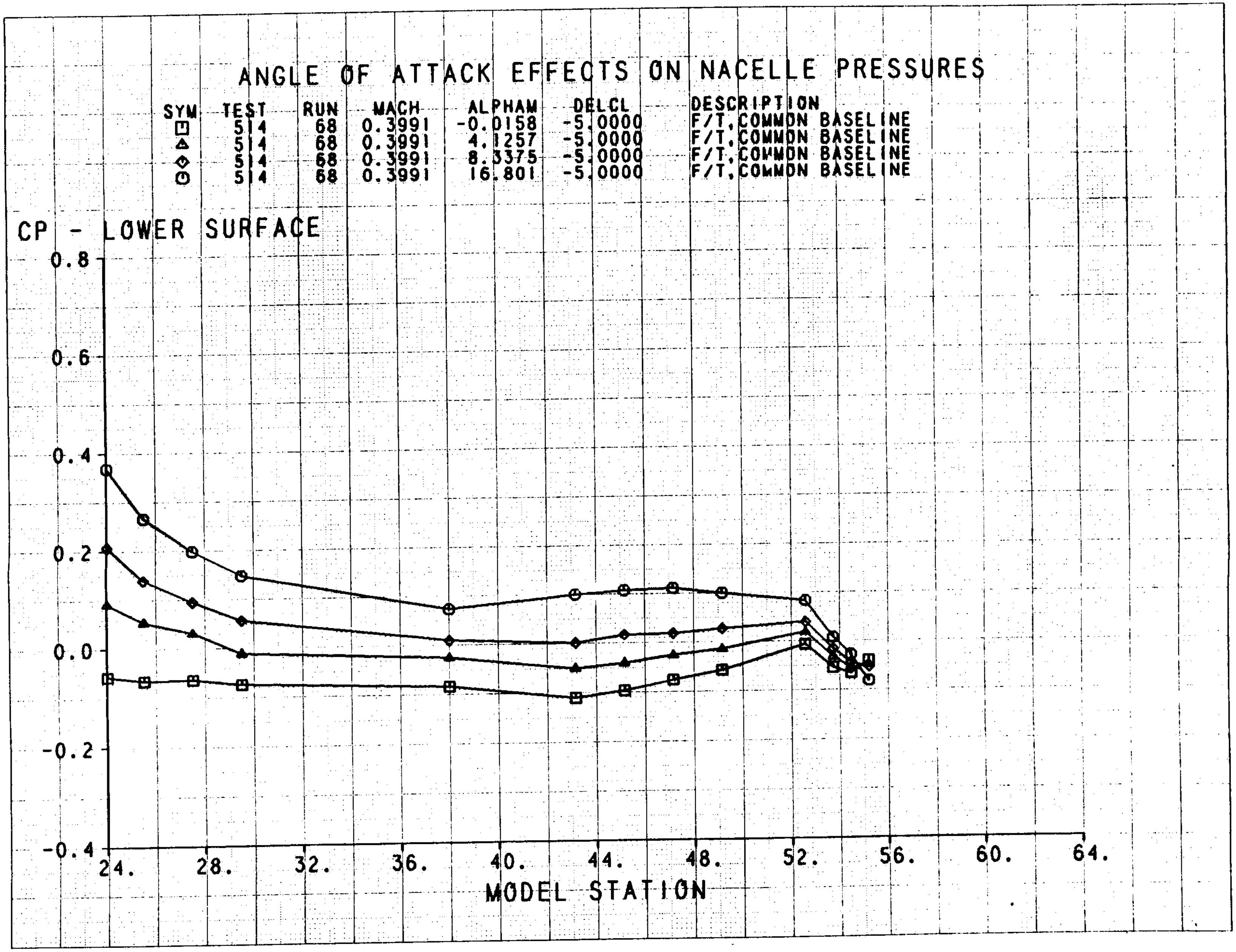
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
514 68 0.3991 4.1257 -5.0000 F/T,COMMON BASELINE
514 68 0.3991 8.3375 -5.0000 F/T,COMMON BASELINE
514 68 0.3991 16.801 -5.0000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

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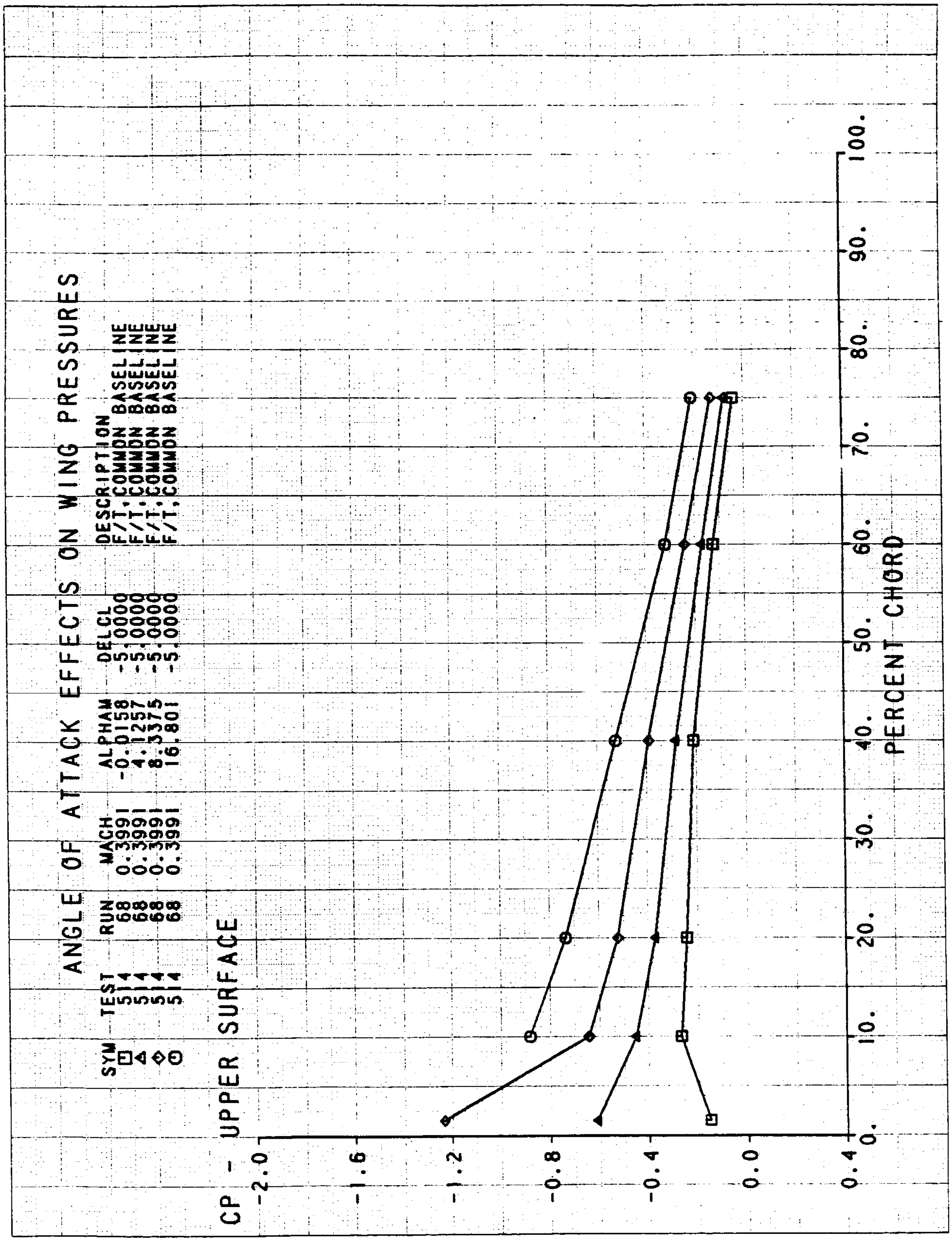

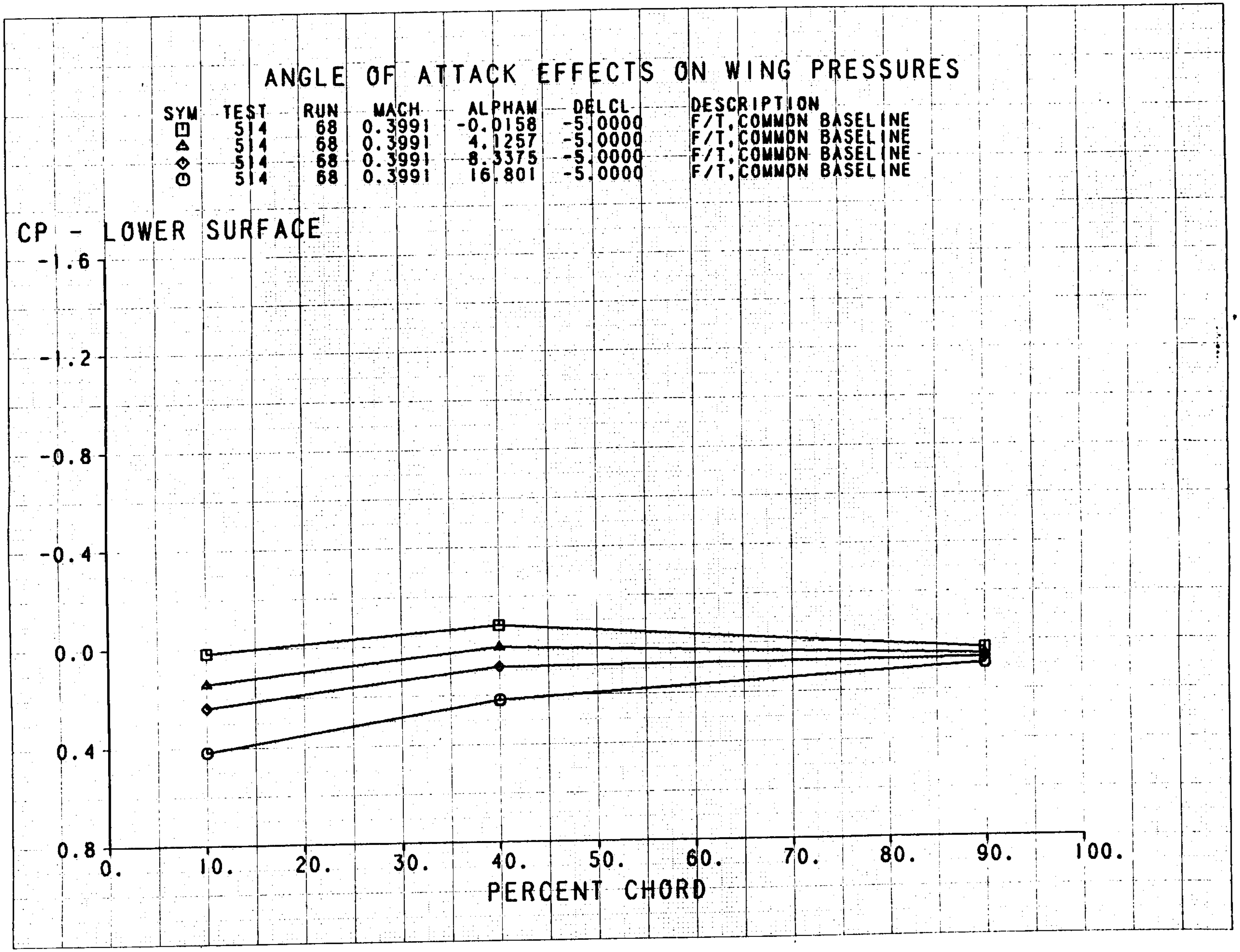
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
514 68 0.3991 4.1257 -5.0000 F/T,COMMON BASELINE
514 68 0.3991 8.3375 -5.0000 F/T,COMMON BASELINE
514 68 0.3991 16.801 -5.0000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

ORIGINAL PAGE IS
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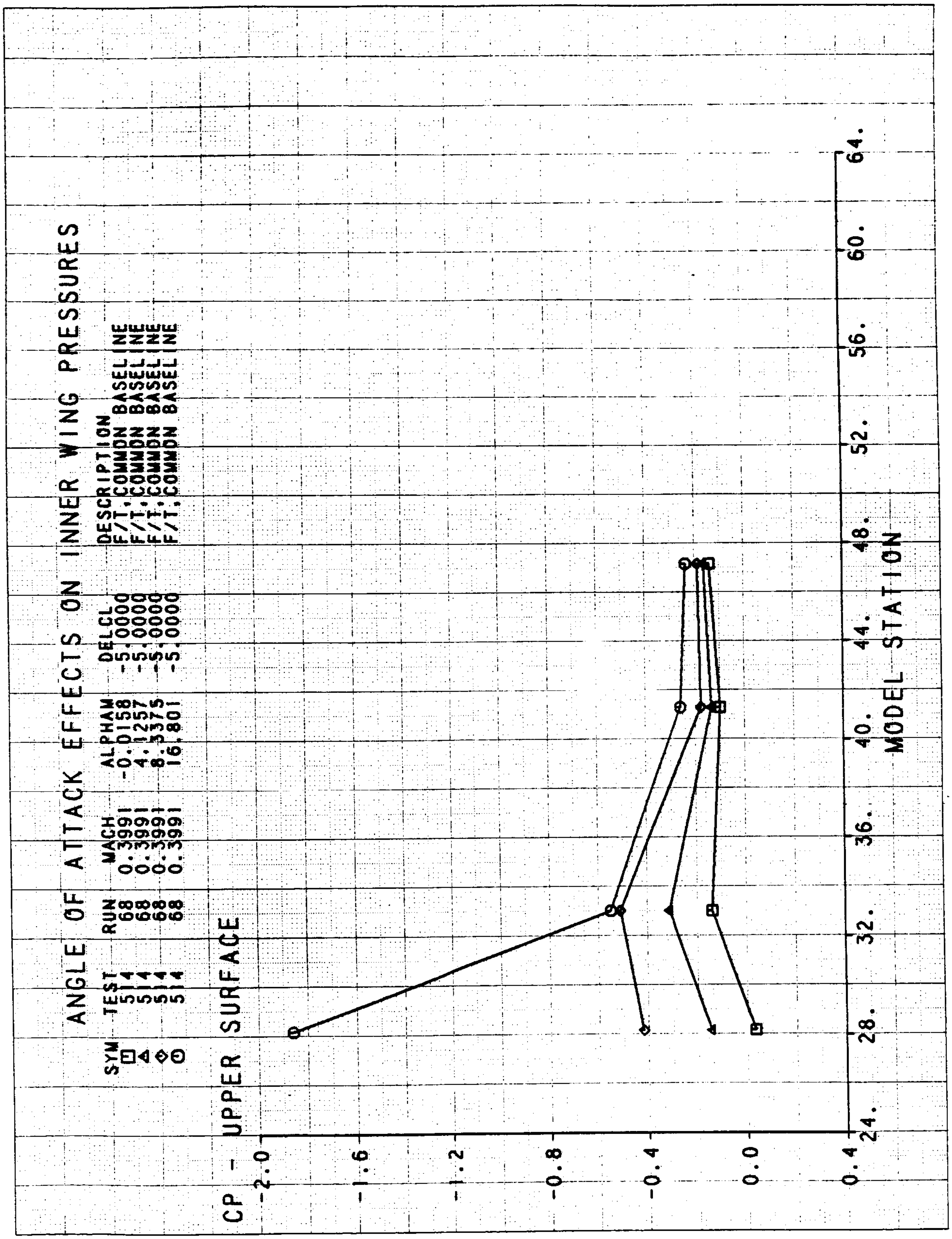

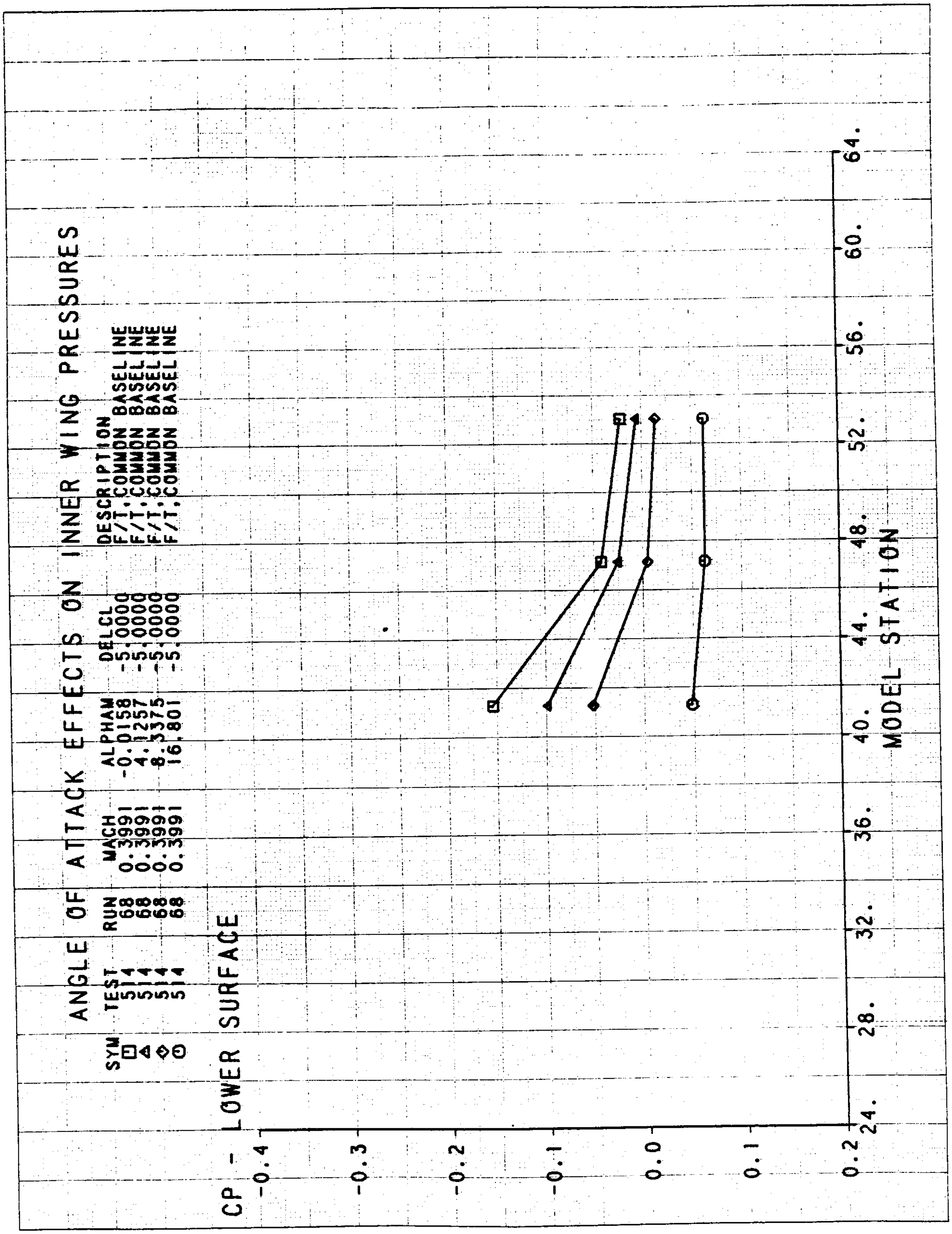
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
△ 514 68 0.3991 4.1257 -5.0000 F/T,COMMON BASELINE
◇ 514 68 0.3991 8.3375 -5.0000 F/T,COMMON BASELINE
⊙ 514 68 0.3991 16.801 -5.0000 F/T,COMMON BASELINE
LOWER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
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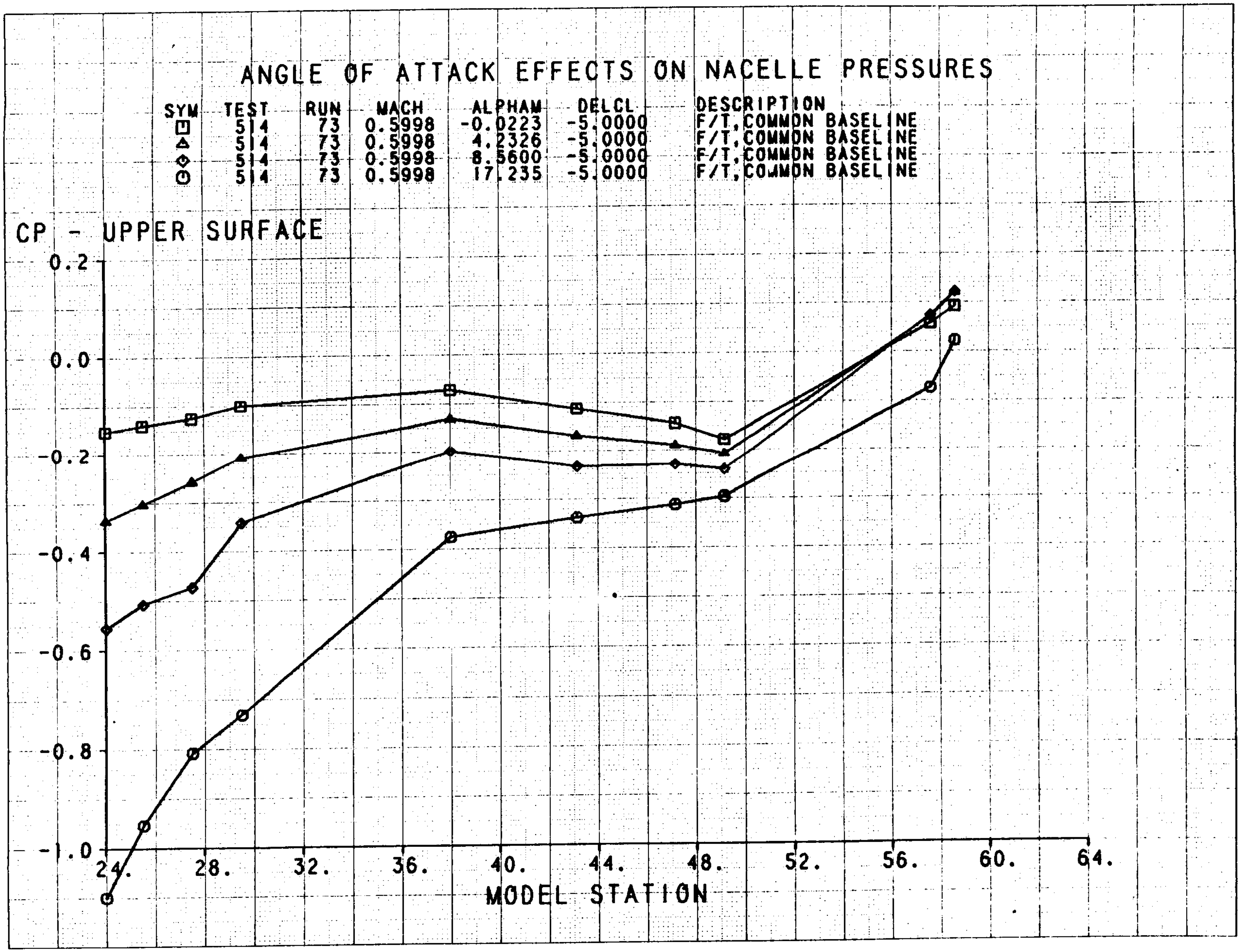
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 73 0.5998 -0.0223 -5.0000 F/T,COMMON BASELINE
△ 514 73 0.5998 4.2326 -5.0000 F/T,COMMON BASELINE
◇ 514 73 0.5998 8.5600 -5.0000 F/T,COMMON BASELINE
○ 514 73 0.5998 17.235 -5.0000 F/T,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
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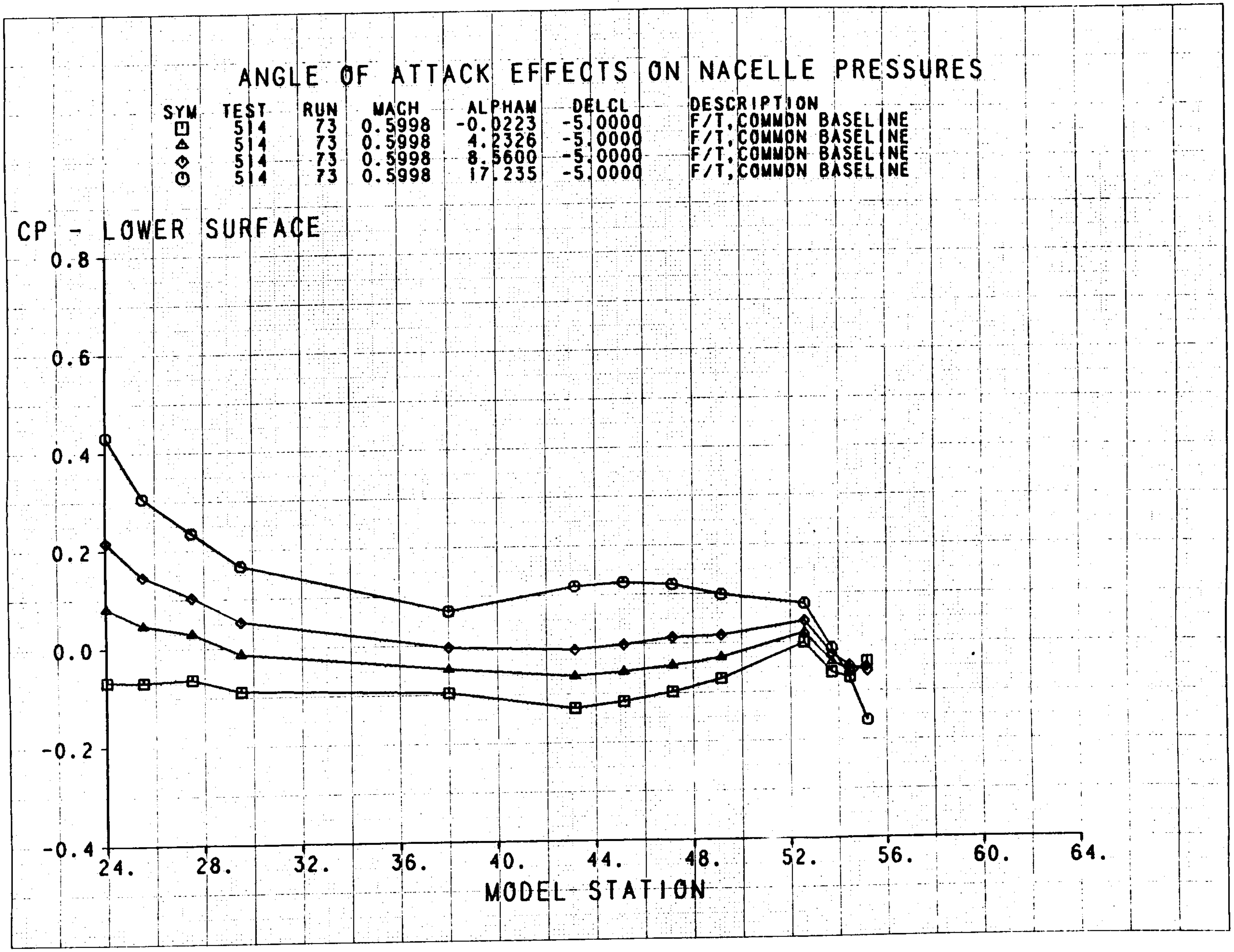
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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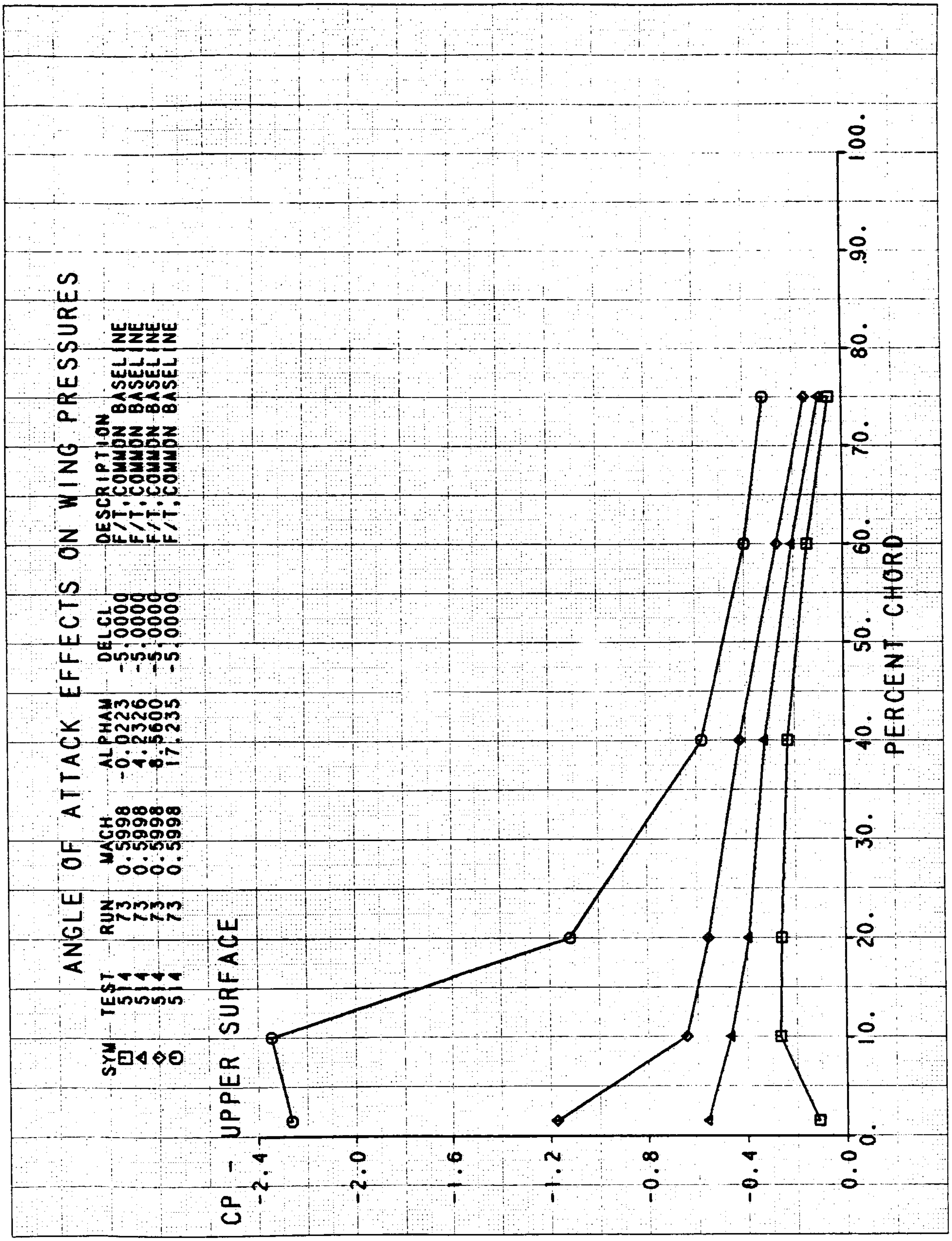
△ 514 73 0.5998 4.2326 -5.0000 F/T,COMMON BASELINE
◇ 514 73 0.5998 8.5600 -5.0000 F/T,COMMON BASELINE
○ 514 73 0.5998 17.235 -5.0000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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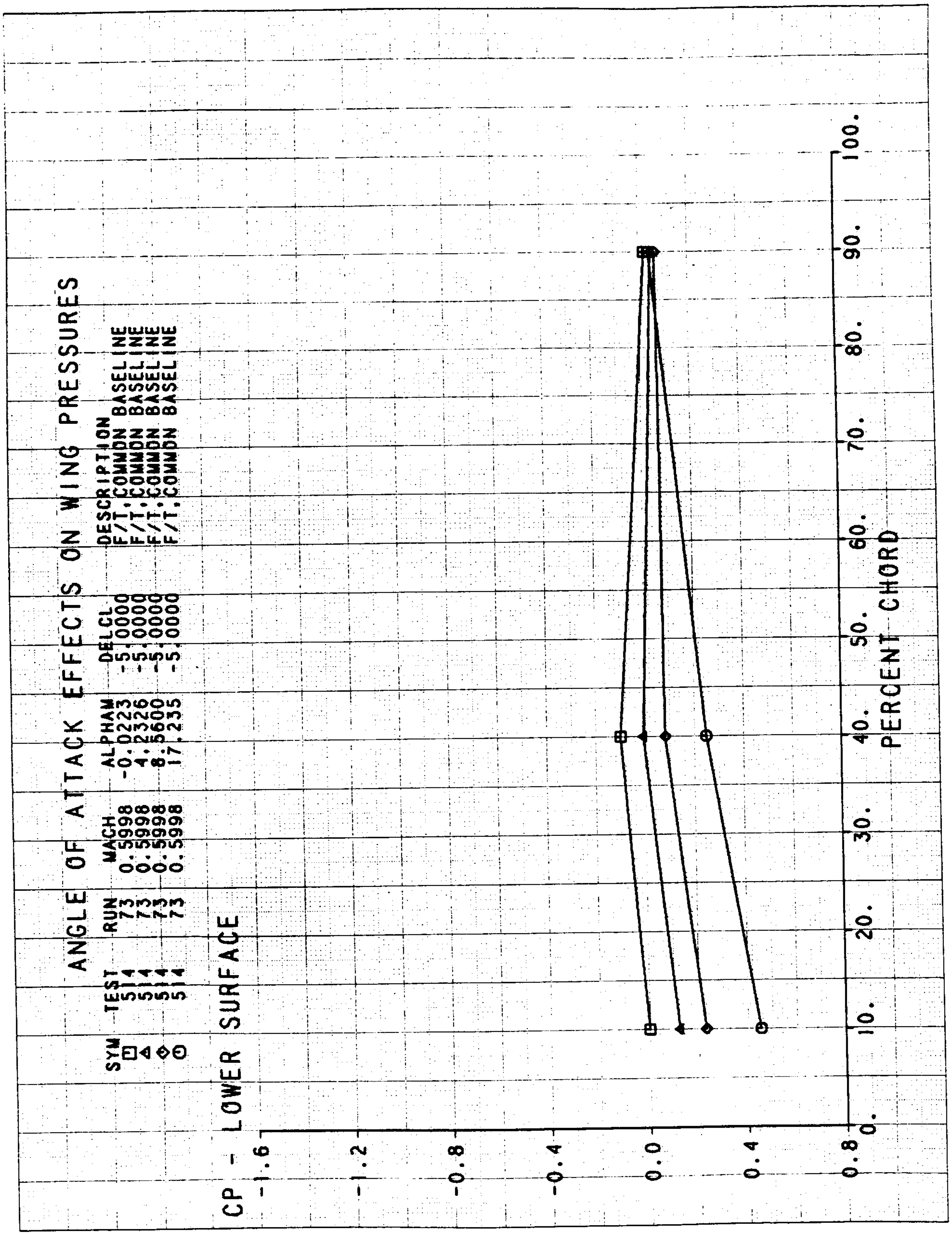
△ 514 73 0.5998 4.2326 -5.0000 F/T,COMMON BASELINE
◇ 514 73 0.5998 8.5600 -5.0000 F/T,COMMON BASELINE
⊙ 514 73 0.5998 17.235 -5.0000 F/T,COMMON BASELINE
UPPER SURFACE
CP
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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514 73 0.5998 4.2326 -5.0000 F/T,COMMON BASELINE
514 73 0.5998 8.5600 -5.0000 F/T,COMMON BASELINE
514 73 0.5998 17.235 -5.0000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
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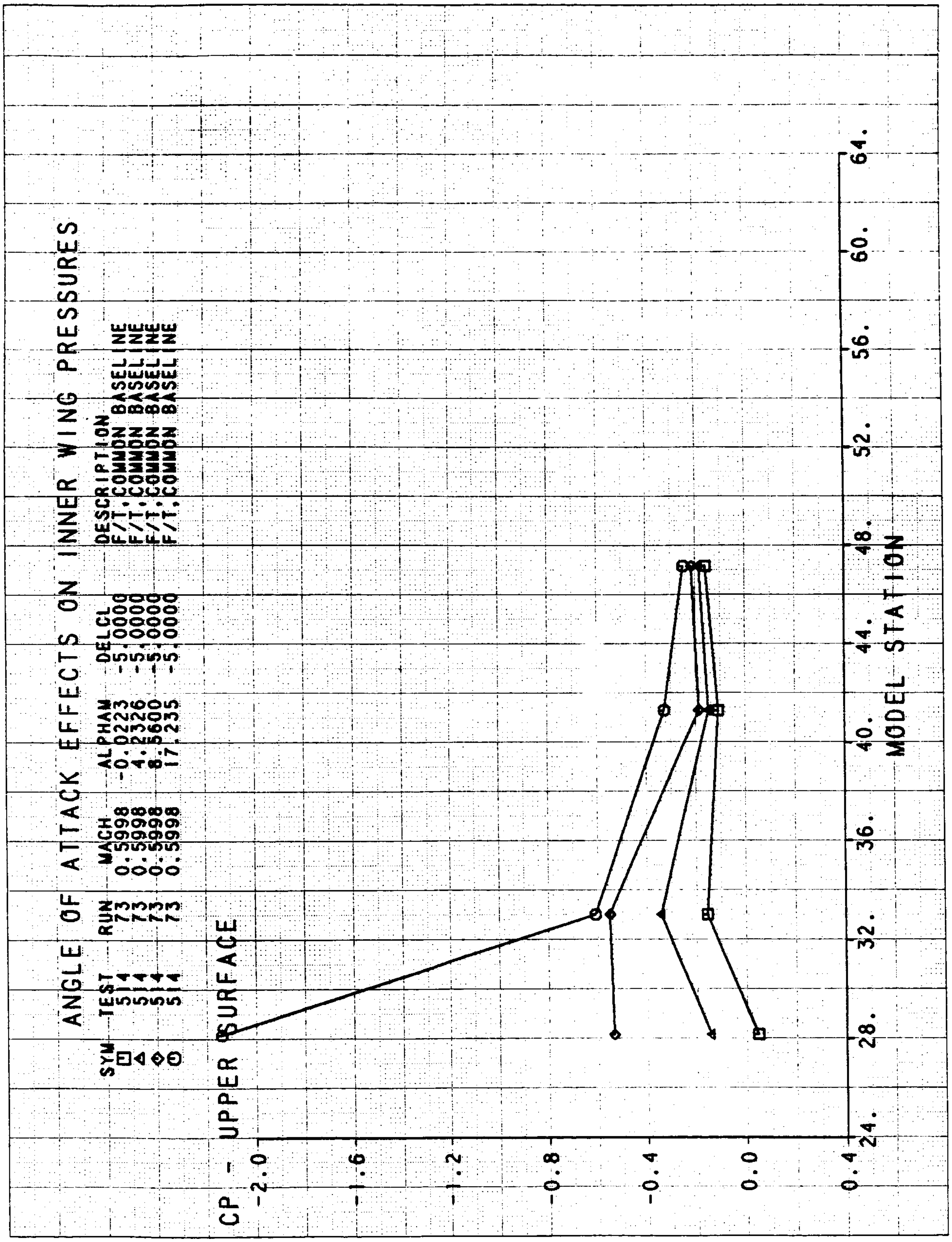
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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△ 514 73 0.5998 4.2326 -5.0000 F/T,COMMON BASELINE
◇ 514 73 0.5998 8.5600 -5.0000 F/T,COMMON BASELINE
⊙ 514 73 0.5998 17.235 -5.0000 F/T,COMMON BASELINE
UPPER SURFACE
CP
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
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24.
28.
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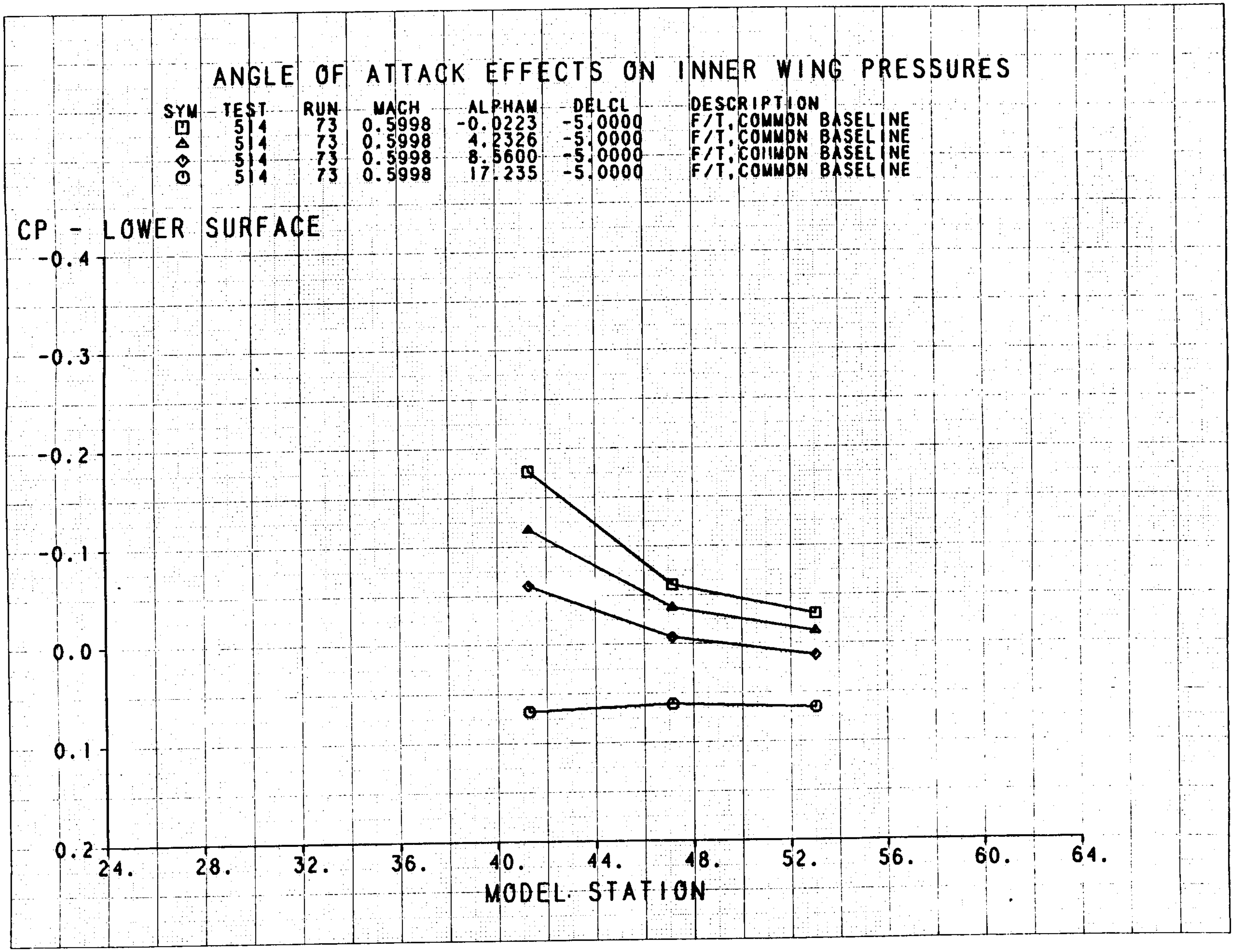
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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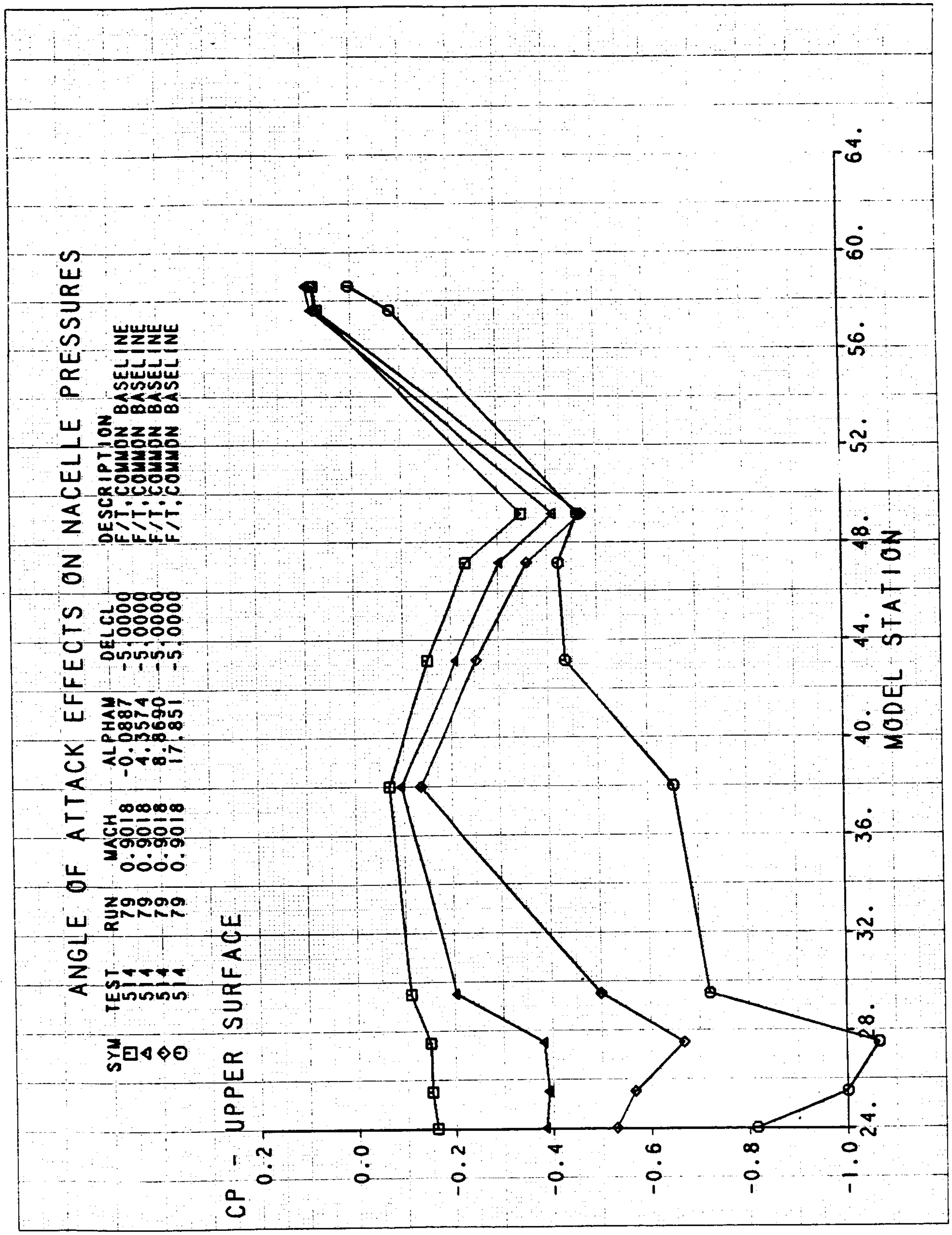
△ 514 73 0.5998 4.2326 -5.0000 F/T,COMMON BASELINE
◇ 514 73 0.5998 8.5600 -5.0000 F/T,COMMON BASELINE
○ 514 73 0.5998 17.235 -5.0000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 79 0.9018 4.3574 -5.0000 F/T,COMMON BASELINE
◇ 514 79 0.9018 8.8690 -5.0000 F/T,COMMON BASELINE
○ 514 79 0.9018 17.851 -5.0000 F/T,COMMON BASELINE
UPPER SURFACE
CP -
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
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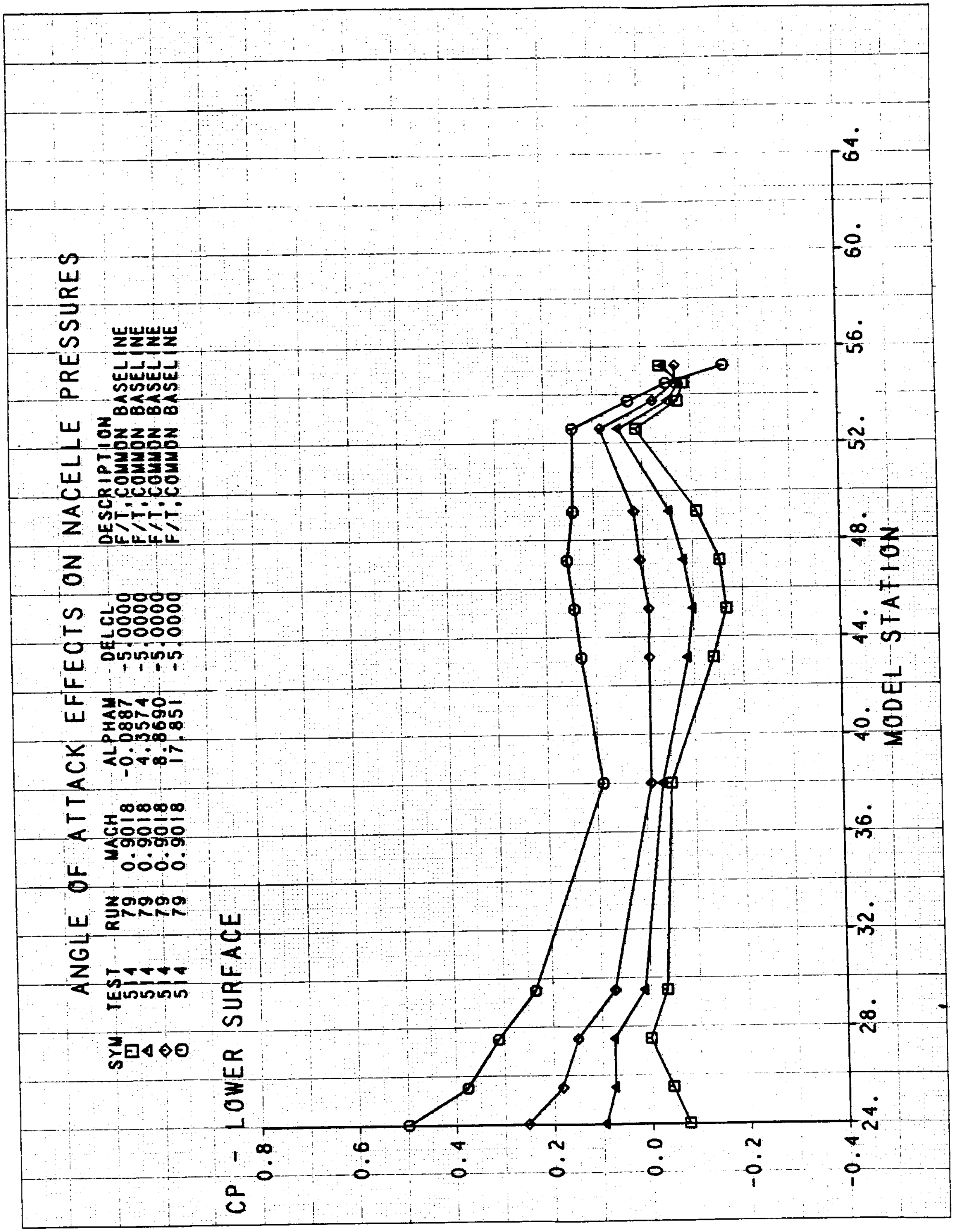
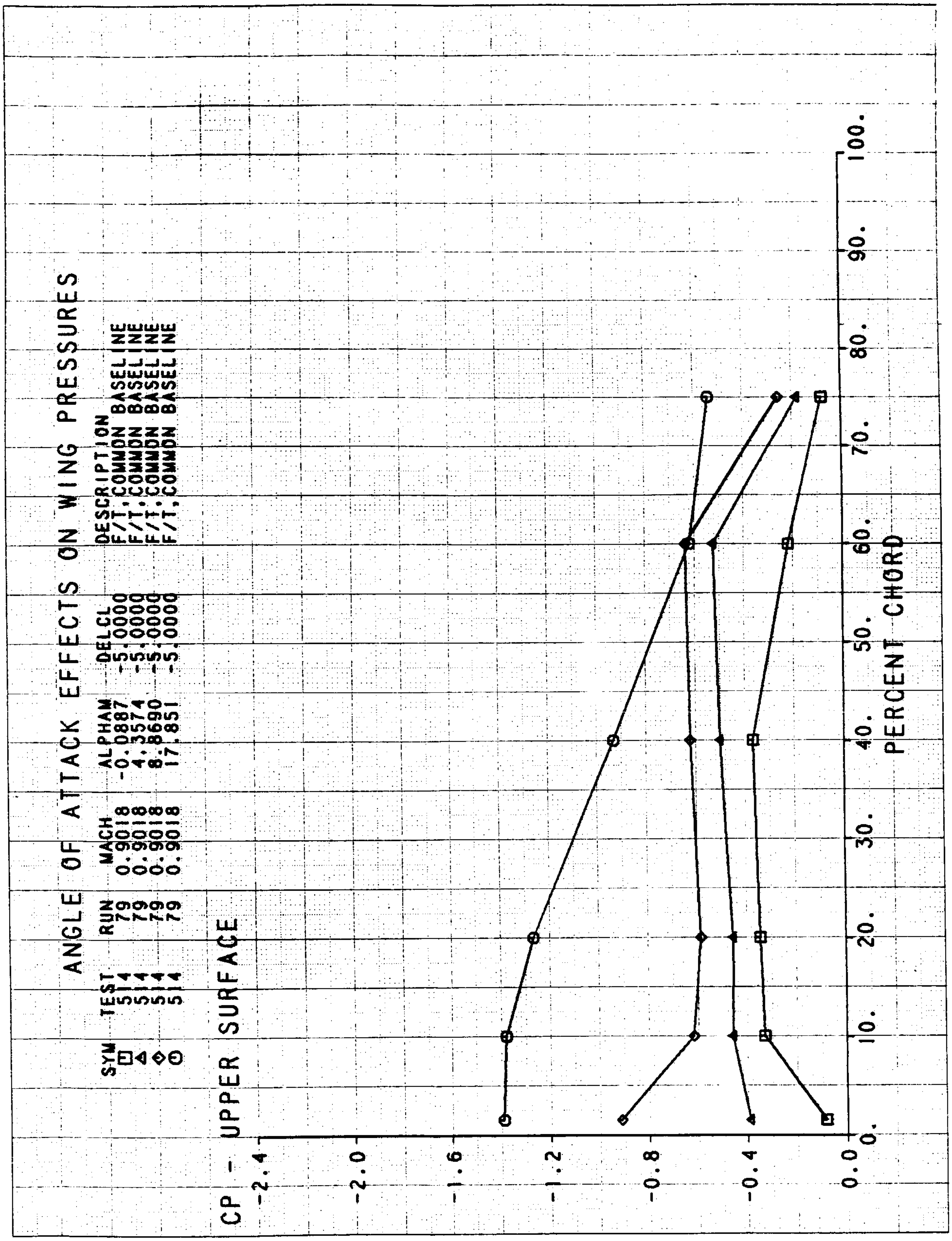
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 79 0.9018 -4.3574 -5.0000 F/T,COMMON BASELINE
◇ 514 79 0.9018 8.8690 -5.0000 F/T,COMMON BASELINE
○ 514 79 0.9018 17.851 -5.0000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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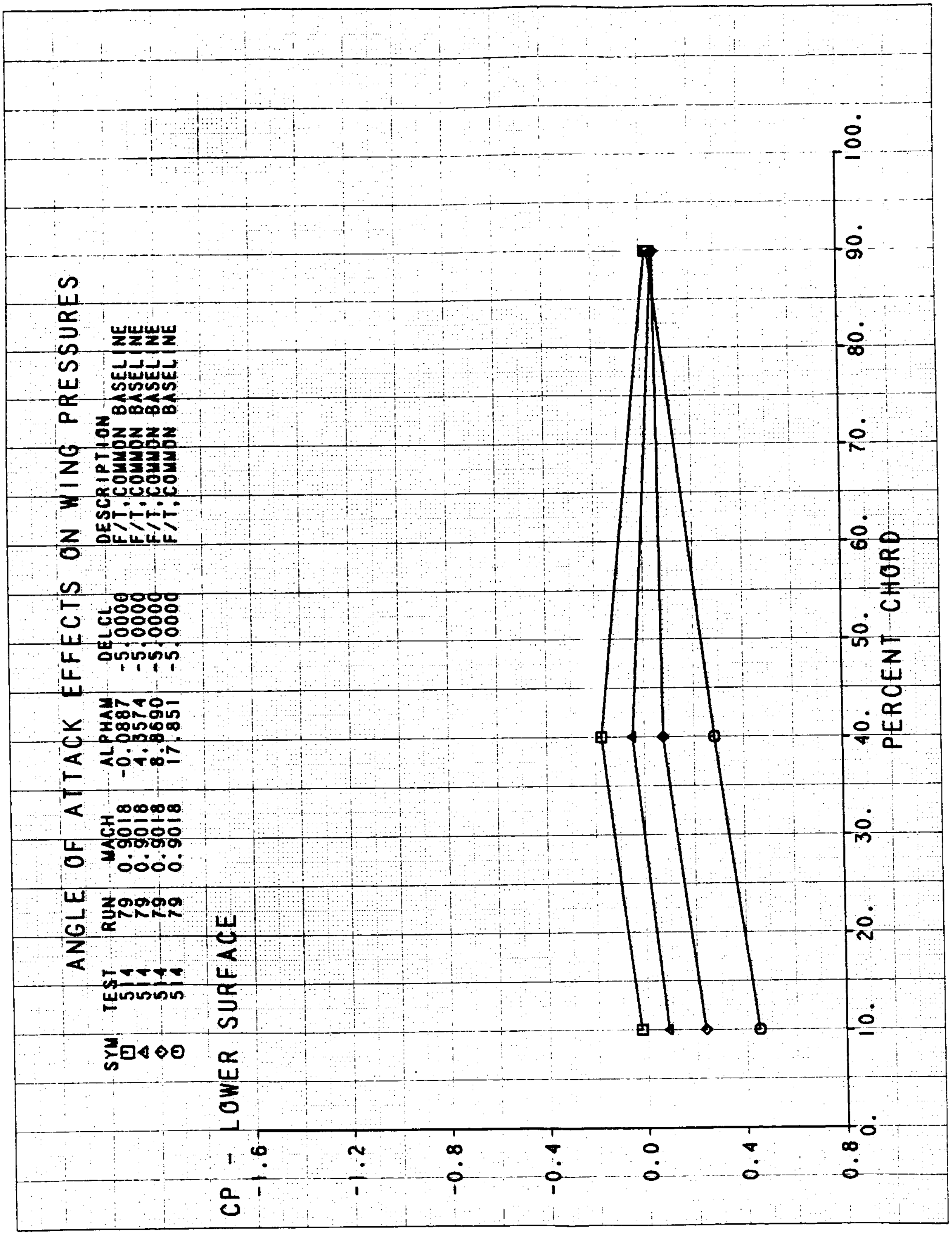
△ 514 79 0.9018 4.3574 -5.0000 F/T,COMMON BASELINE
◇ 514 79 0.9018 8.8690 -5.0000 F/T,COMMON BASELINE
⊙ 514 79 0.9018 17.8851 -5.0000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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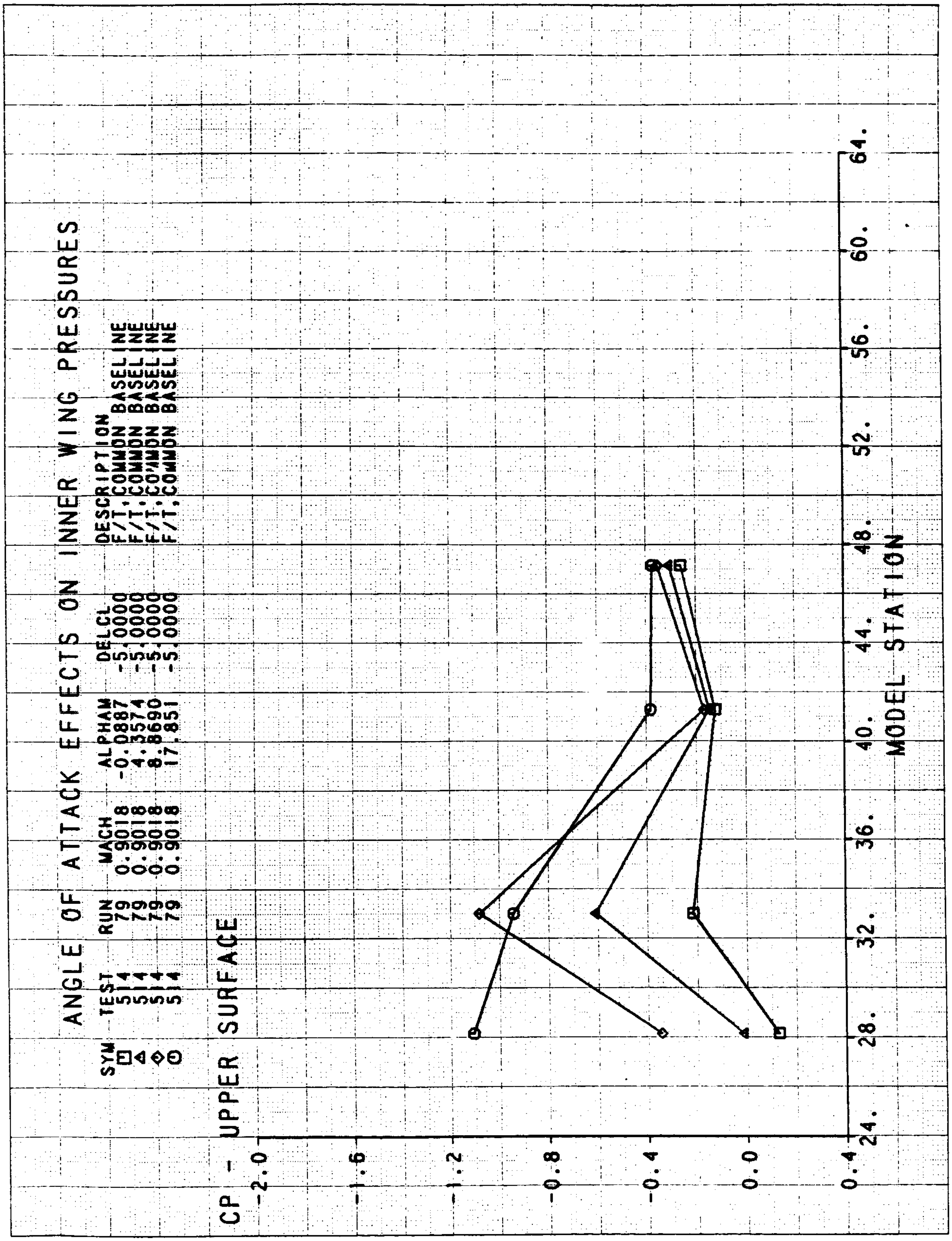
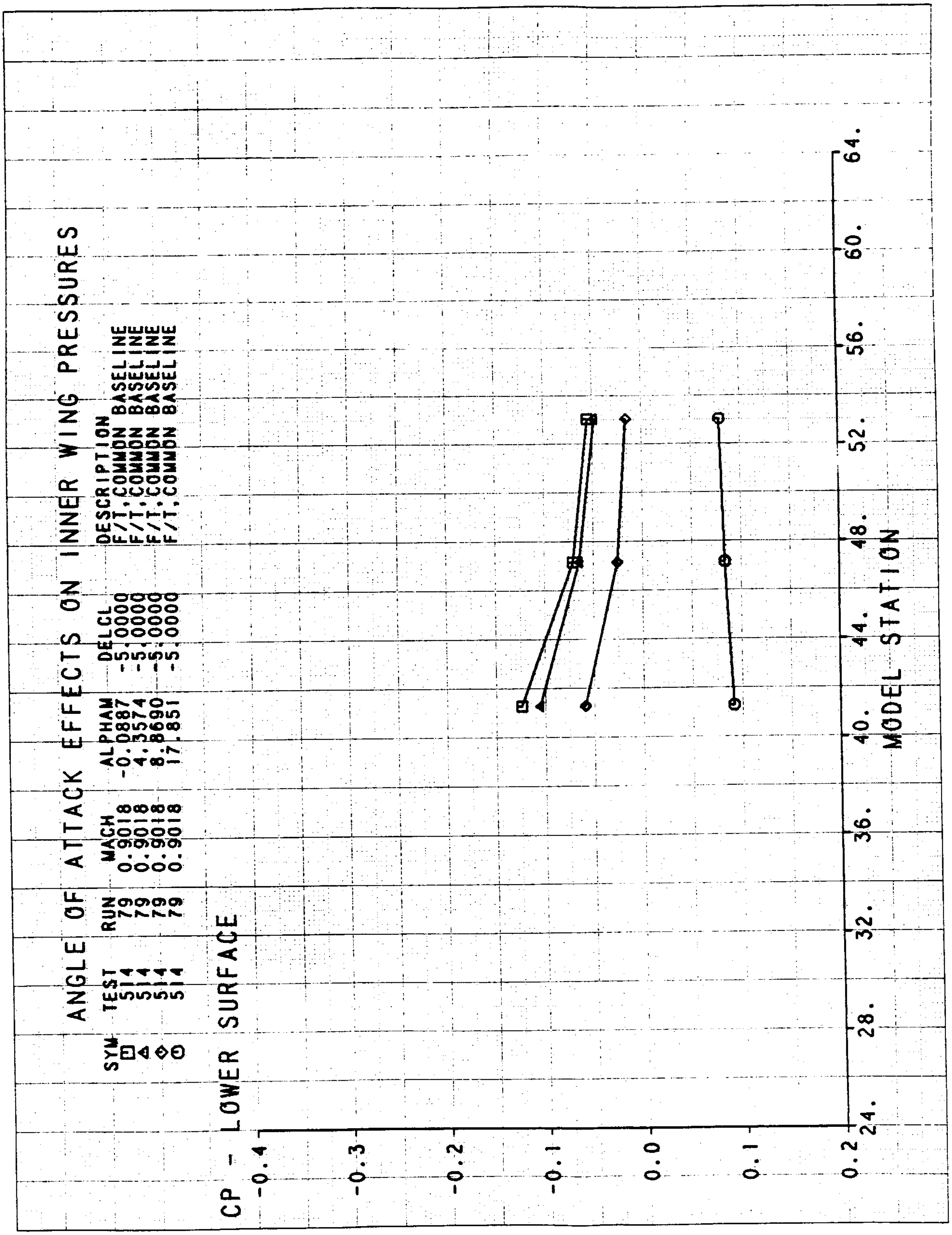
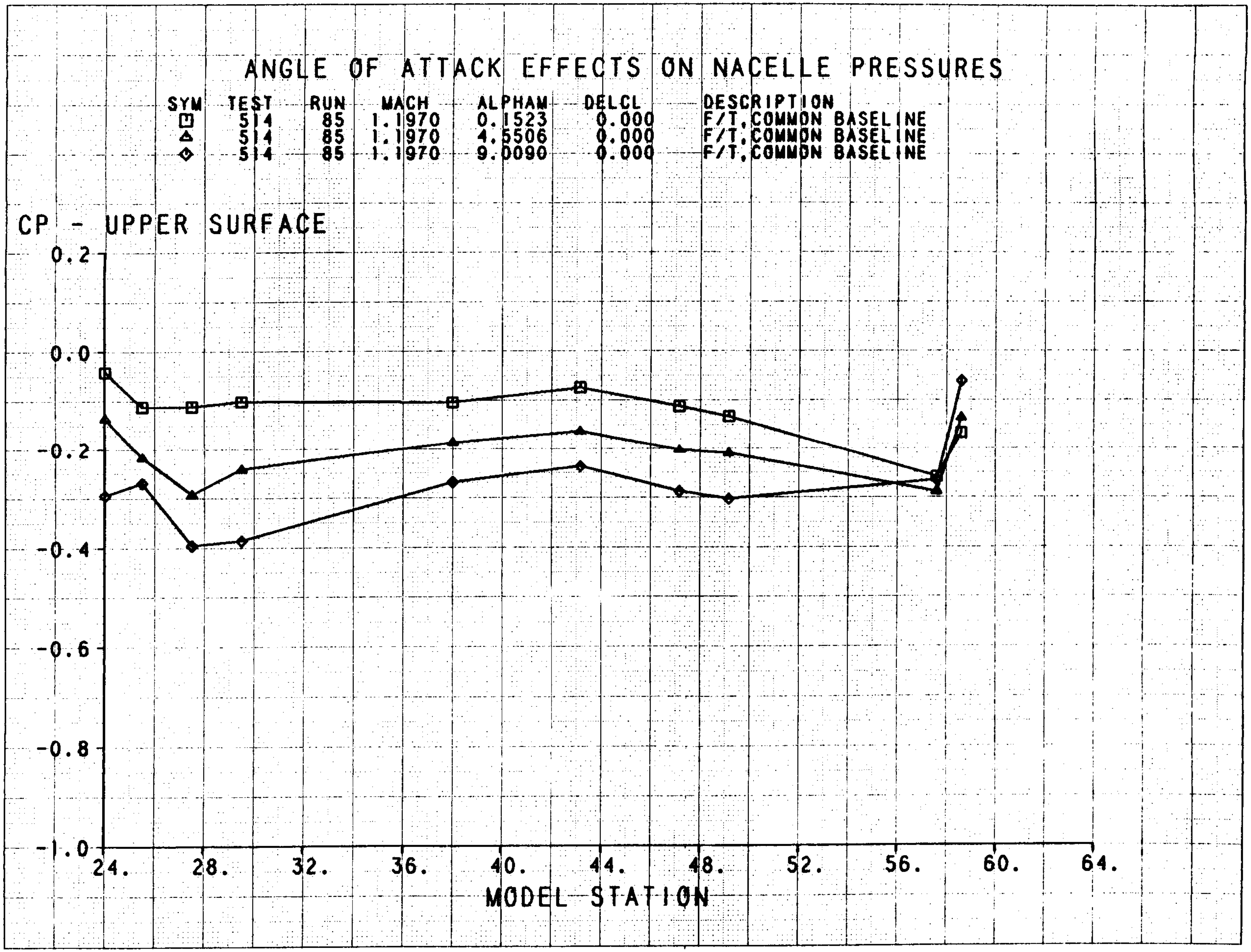
△ 514 79 0.9018 4.3574 -5.0000 F/T,COMMON BASELINE
◇ 514 79 0.9018 8.8690 -5.0000 F/T,COMMON BASELINE
⊙ 514 79 0.9018 17.851 -5.0000 F/T,COMMON BASELINE
LOWER SURFACE
CP
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 79 0.9018 4.3574 -5.0000 F/T,COMMON BASELINE
◇ 514 79 0.9018 8.8690 -5.0000 F/T,COMMON BASELINE
○ 514 79 0.9018 17.851 -5.0000 F/T,COMMON BASELINE
UPPER SURFACE
CP - -2.0 -1.6 -1.2 -0.8 -0.4 0.0 0.4
24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 79 0.9018 4.3574 -5.0000 F/T,COMMON BASELINE
◇ 514 79 0.9018 8.8690 -5.0000 F/T,COMMON BASELINE
○ 514 79 0.9018 17.851 -5.0000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
△ 514 85 1.1970 4.5506 0.000 F/T,COMMON BASELINE
◇ 514 85 1.1970 9.0090 0.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
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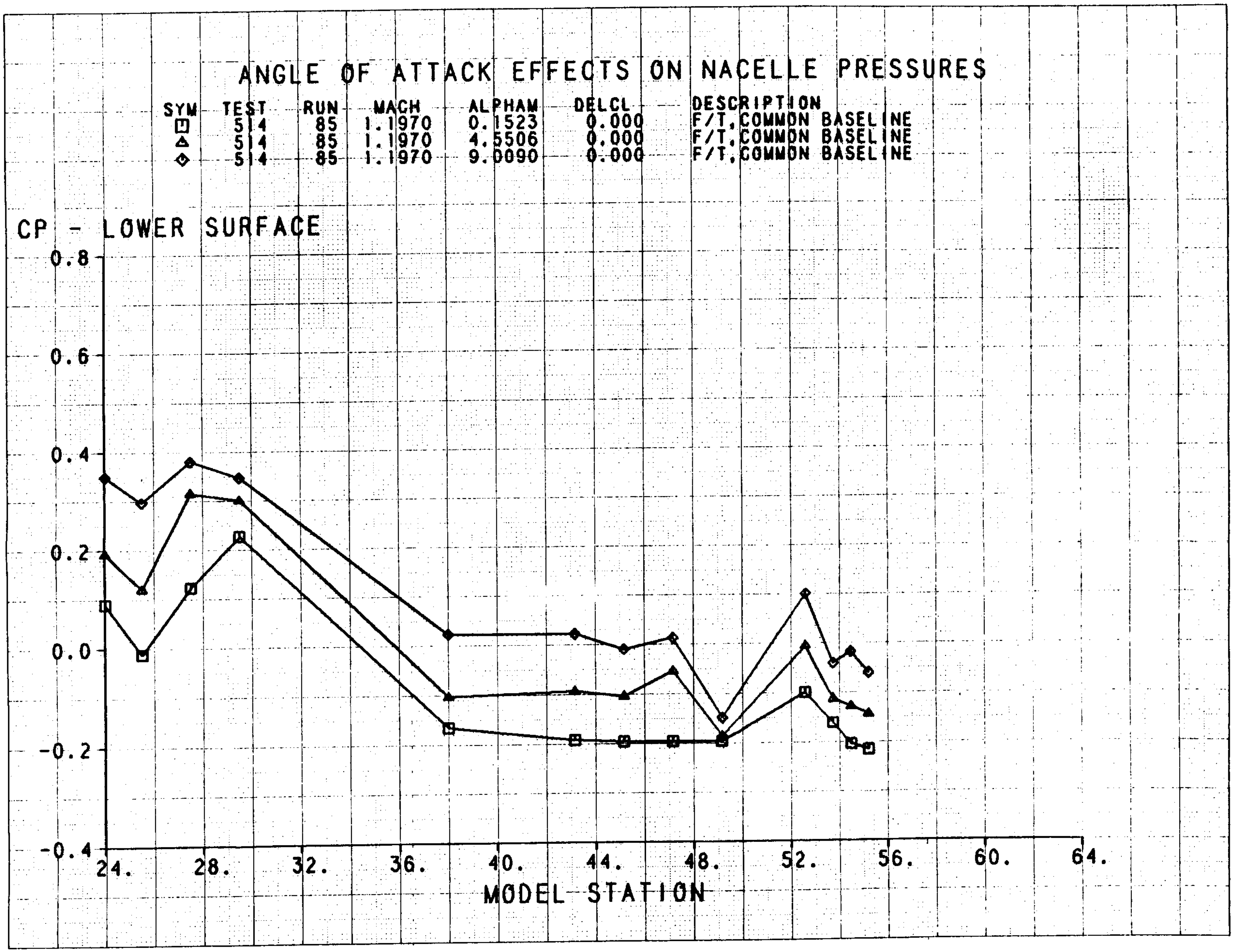
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
△ 514 85 1.1970 4.5506 0.000 F/T,COMMON BASELINE
◇ 514 85 1.1970 9.0090 0.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
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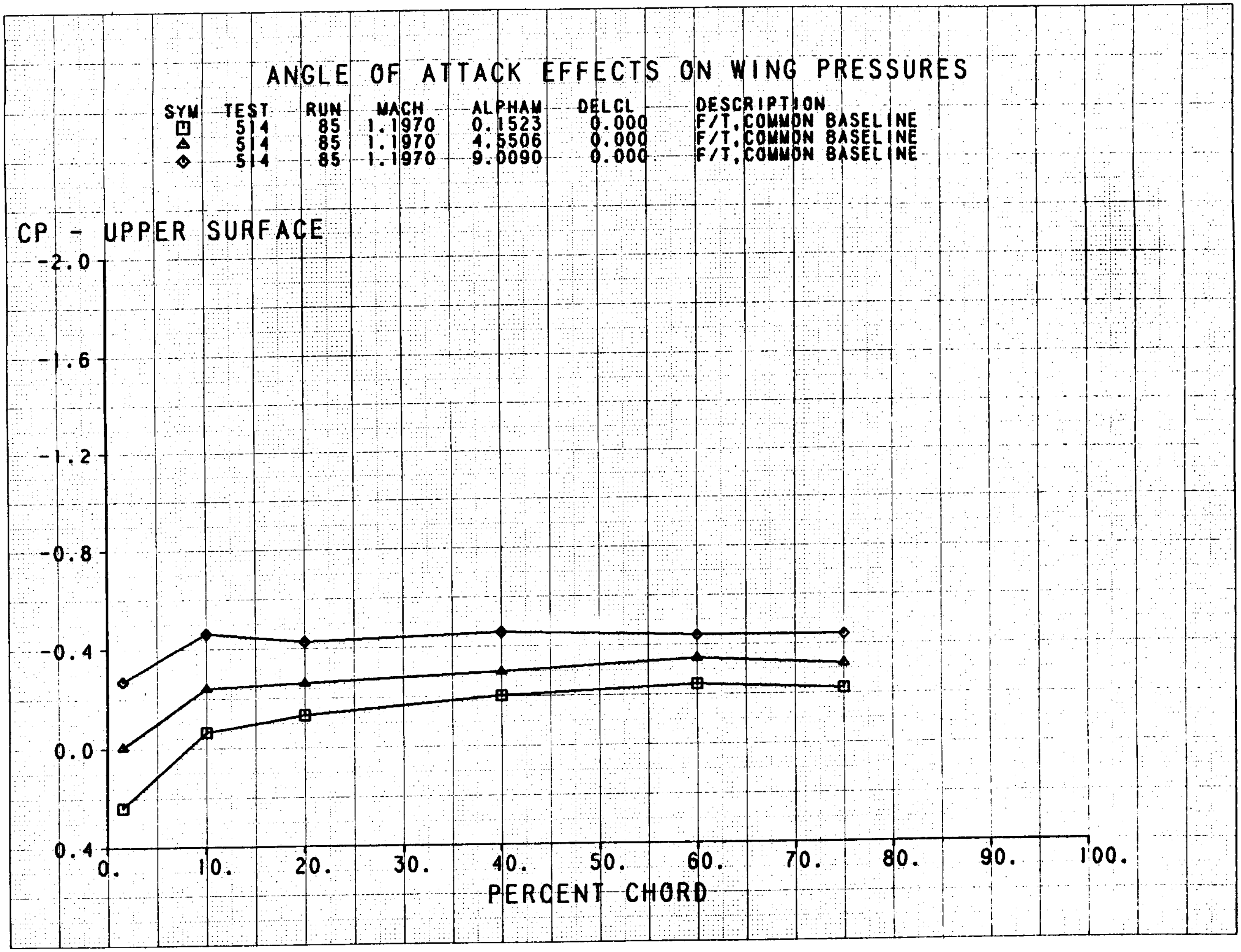
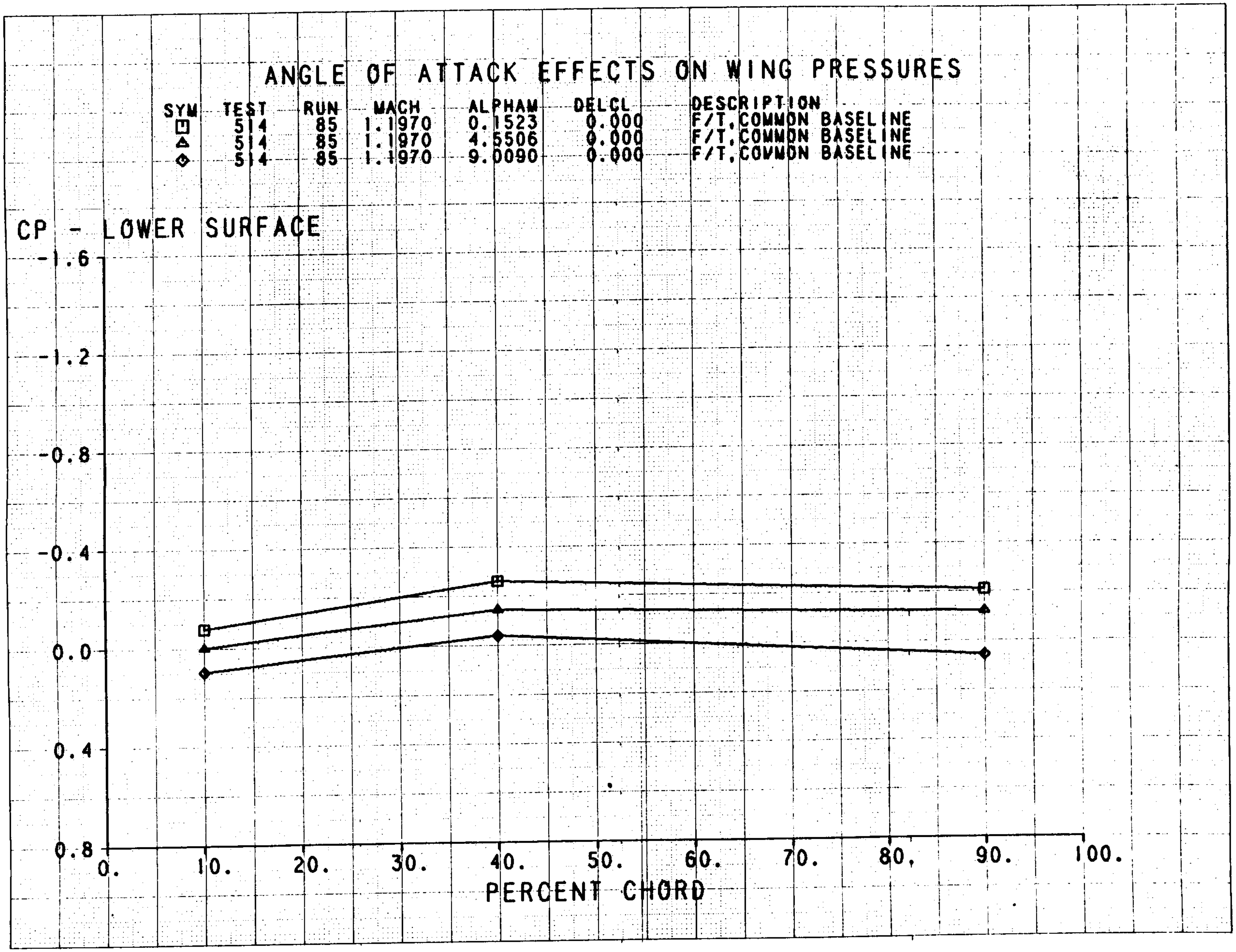
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
△ 514 85 1.1970 4.5506 0.000 F/T,COMMON BASELINE
◇ 514 85 1.1970 9.0090 0.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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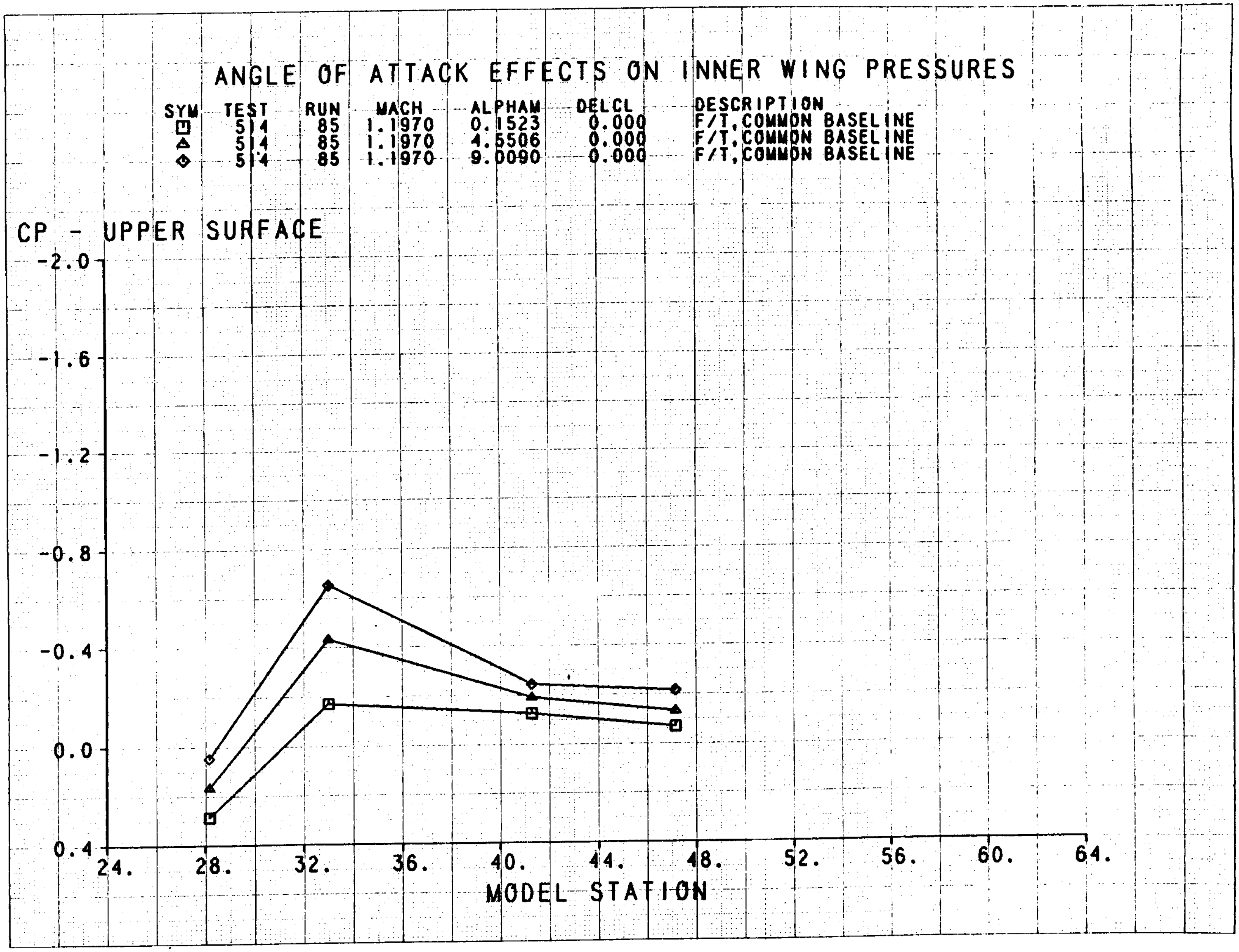
△ 514 85 1.1970 4.5506 0.000 F/T,COMMON BASELINE
◇ 514 85 1.1970 9.0090 0.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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△ 514 85 1.1970 4.5506 0.000 F/T,COMMON BASELINE
◇ 514 85 1.1970 9.0090 0.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
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24.
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52.
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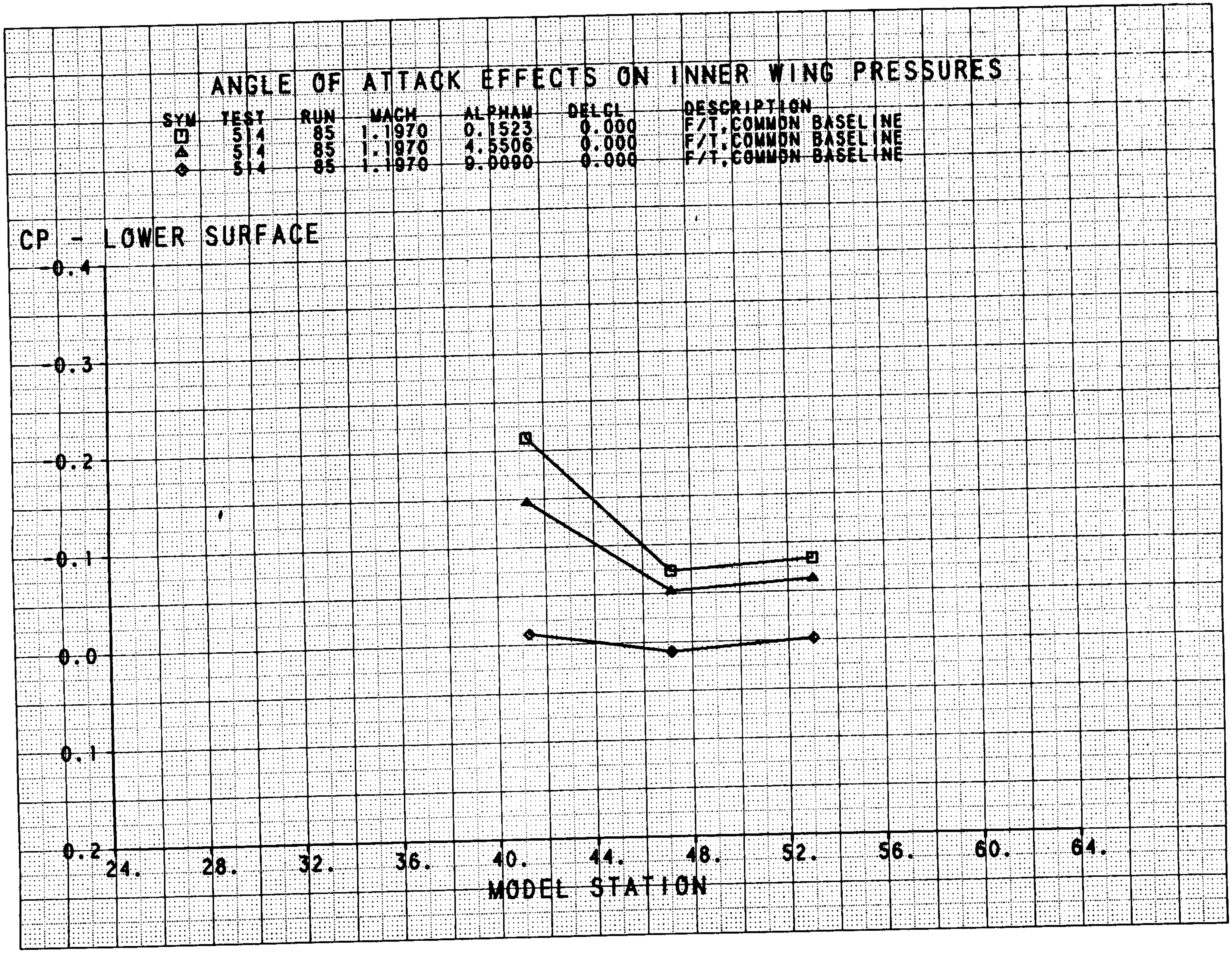
MODEL STATION



ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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514 85 1.1970 4.5506 0.000 F/T,COMMON BASELINE
514 85 1.1970 9.0090 0.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
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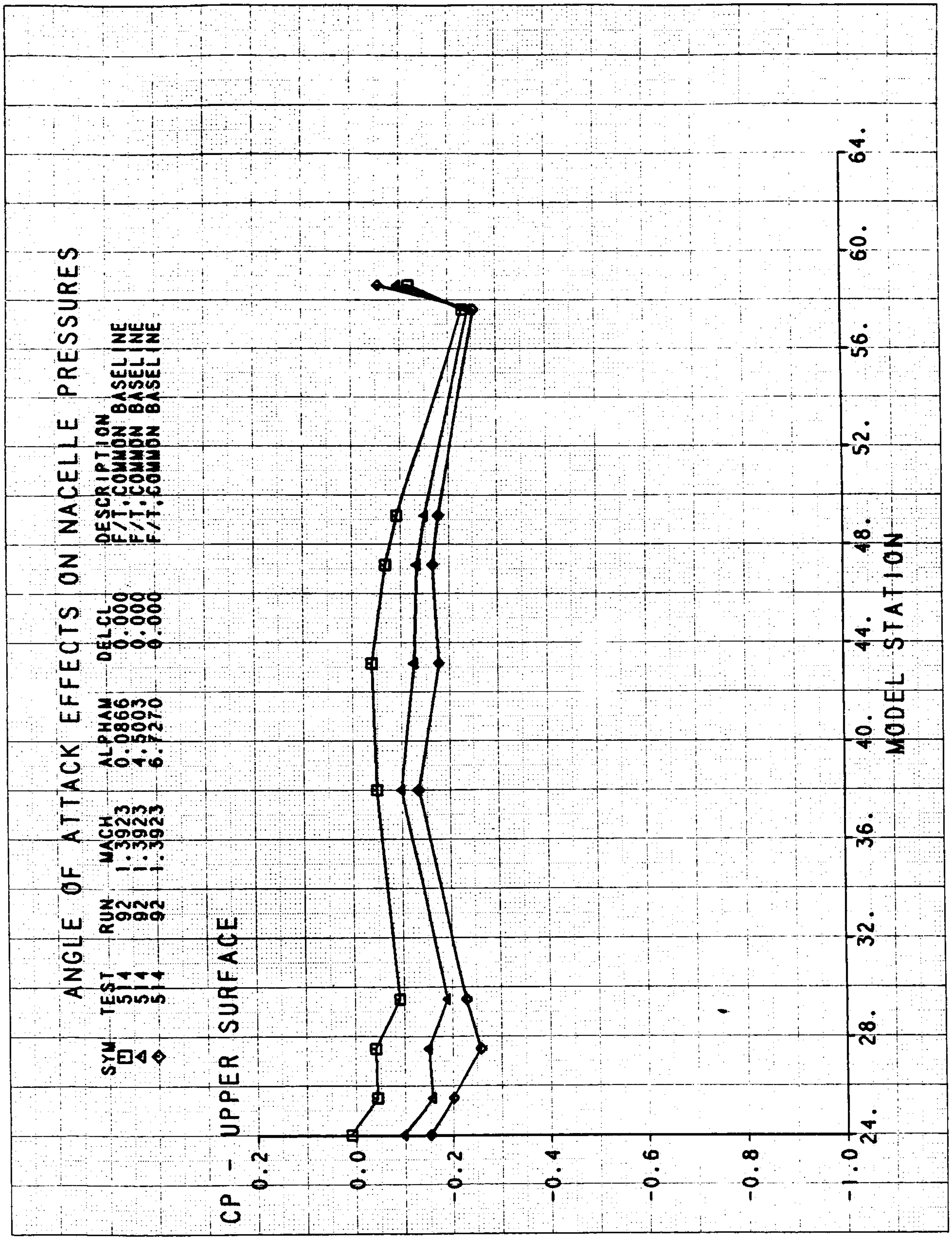
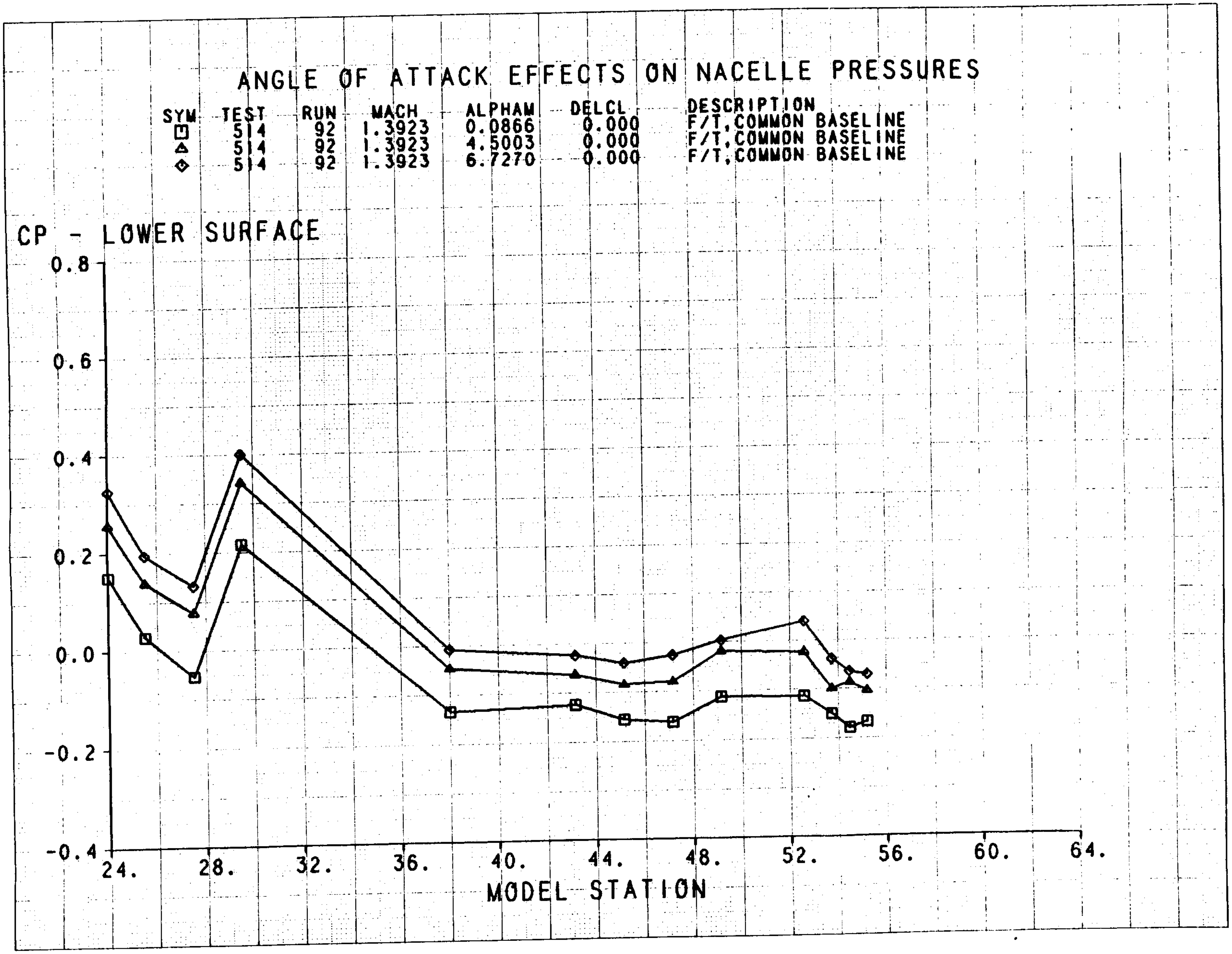
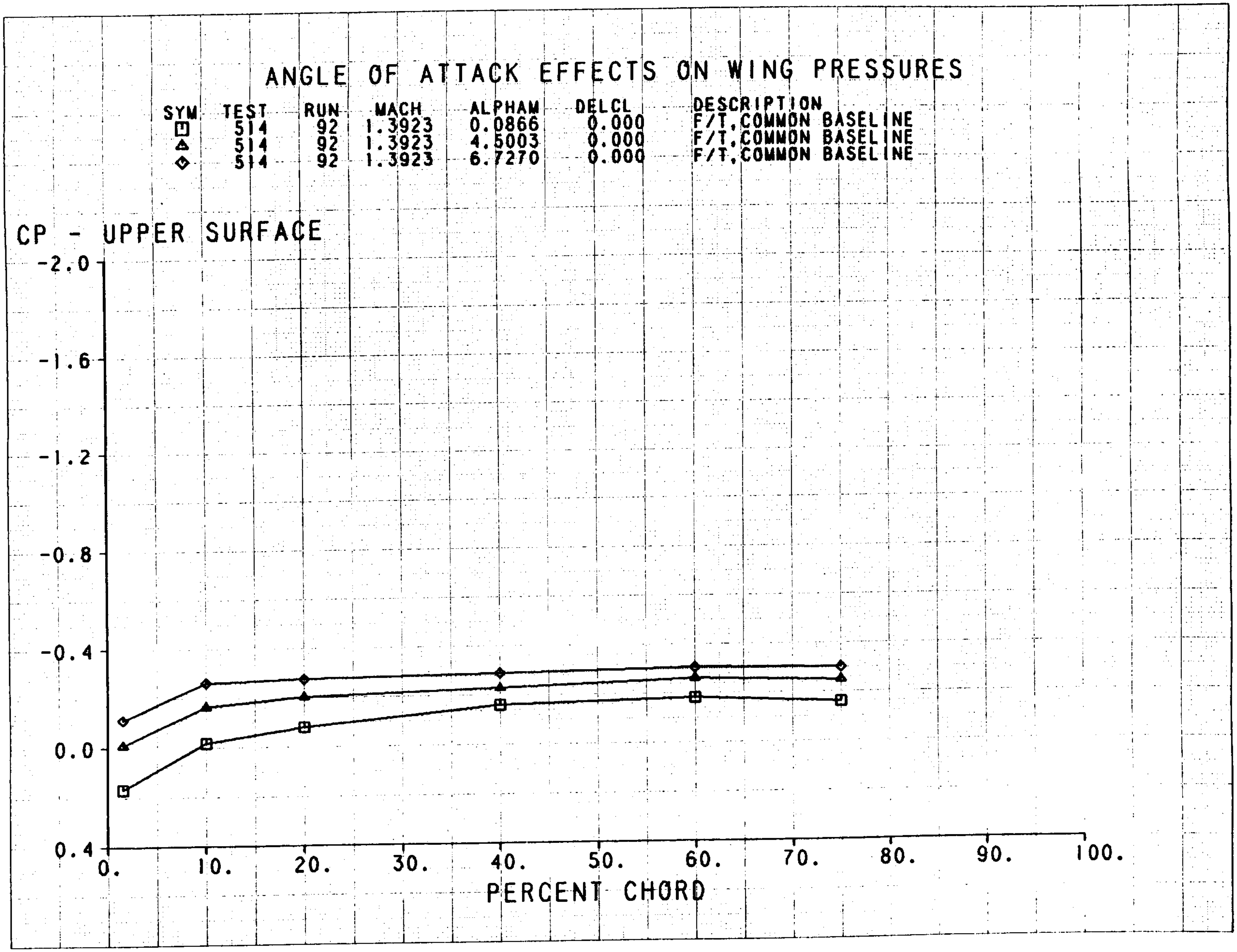
0.2
24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64.
MODEL STATION

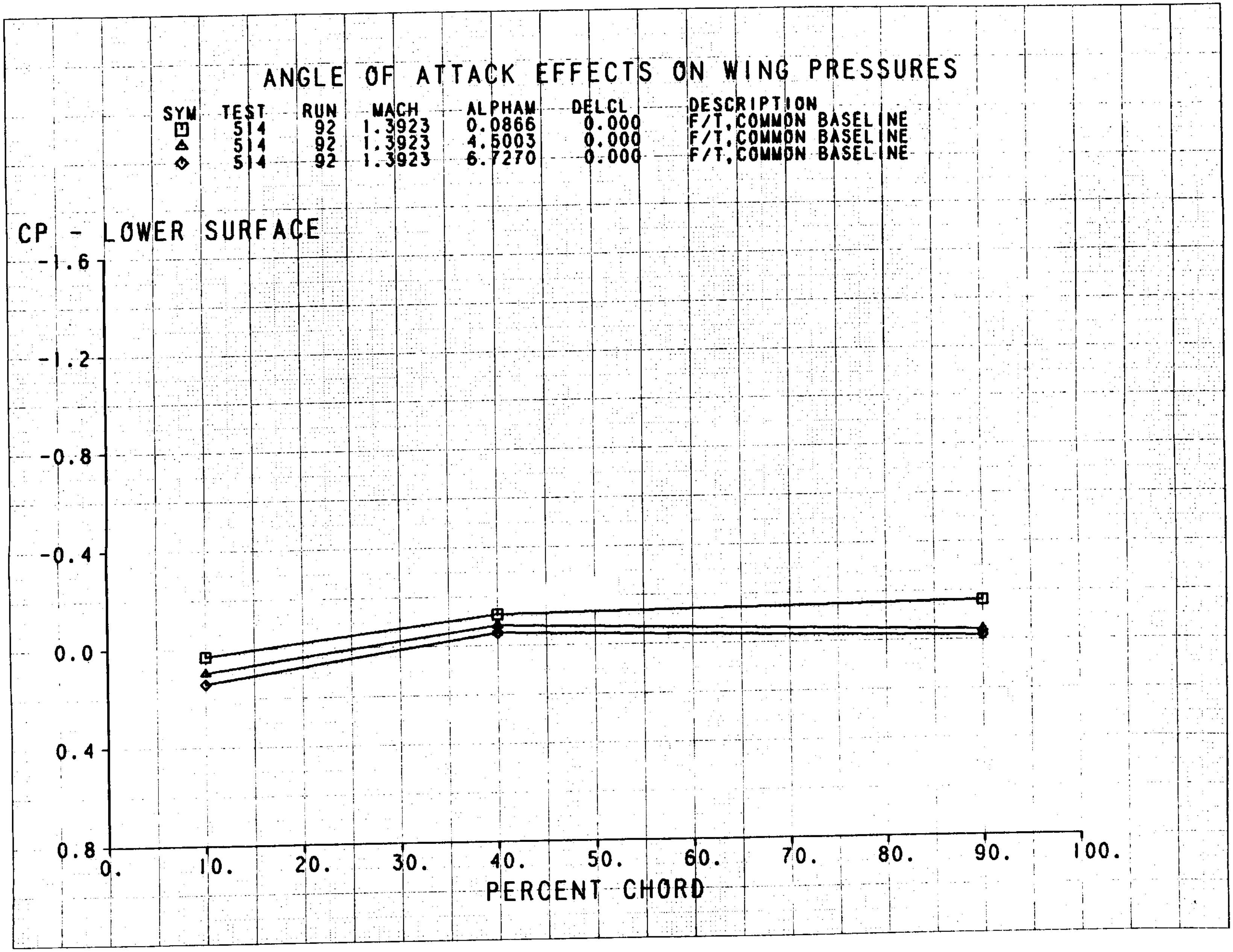

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 92 1.3923 4.5003 0.000 F/T,COMMON BASELINE
◇ 514 92 1.3923 6.7270 0.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 92 1.3923 4.5003 0.000 F/T,COMMON BASELINE
◇ 514 92 1.3923 6.7270 0.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 92 1.3923 4.5003 0.000 F/T,COMMON BASELINE
◇ 514 92 1.3923 6.7270 0.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 92 1.3923 4.5003 0.000 F/T,COMMON BASELINE
◇ 514 92 1.3923 6.7270 0.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
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30.
40.
50.
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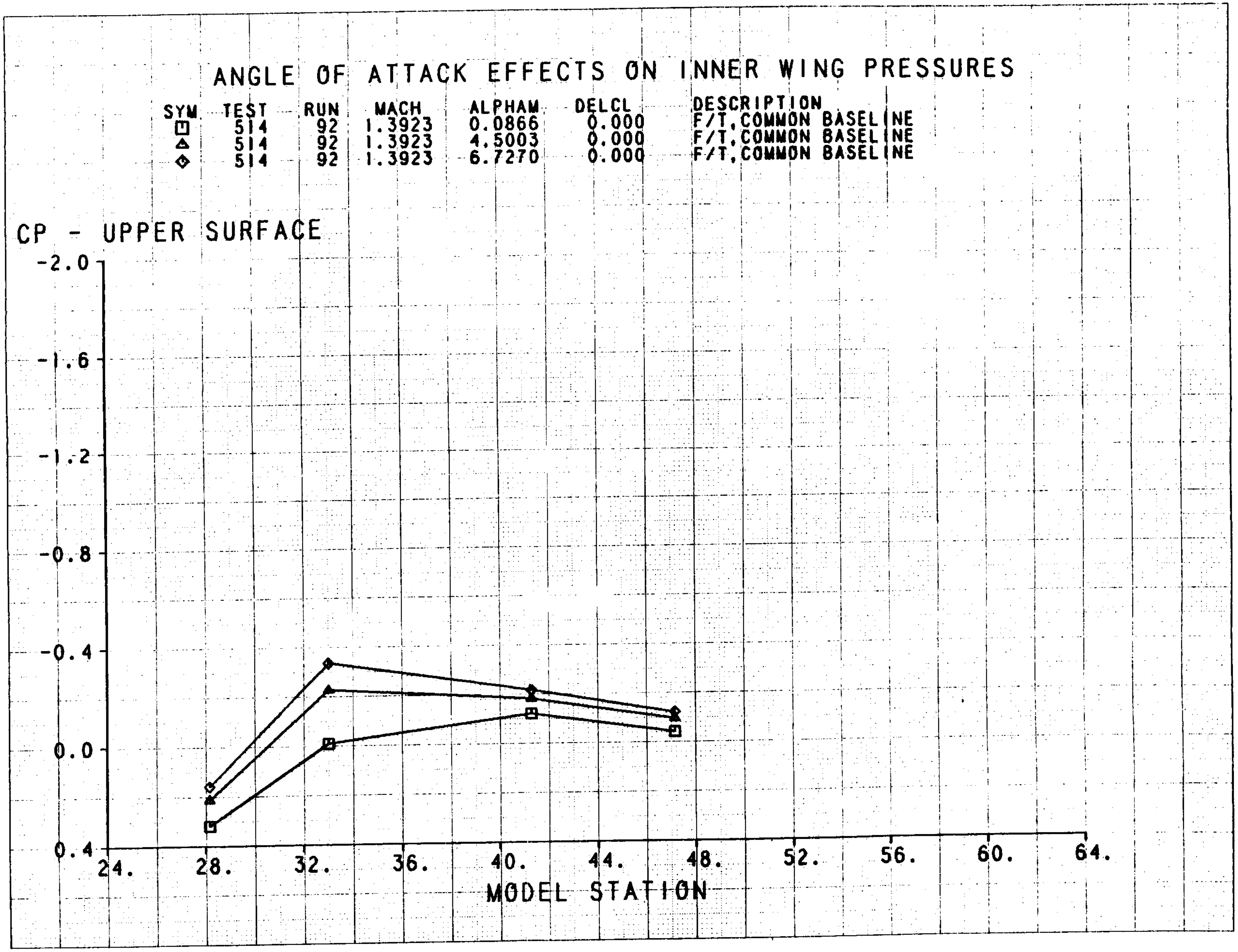
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 92 1.3923 4.5003 0.000 F/T,COMMON BASELINE
◇ 514 92 1.3923 6.7270 0.000 F/T,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
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36.
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48.
52.
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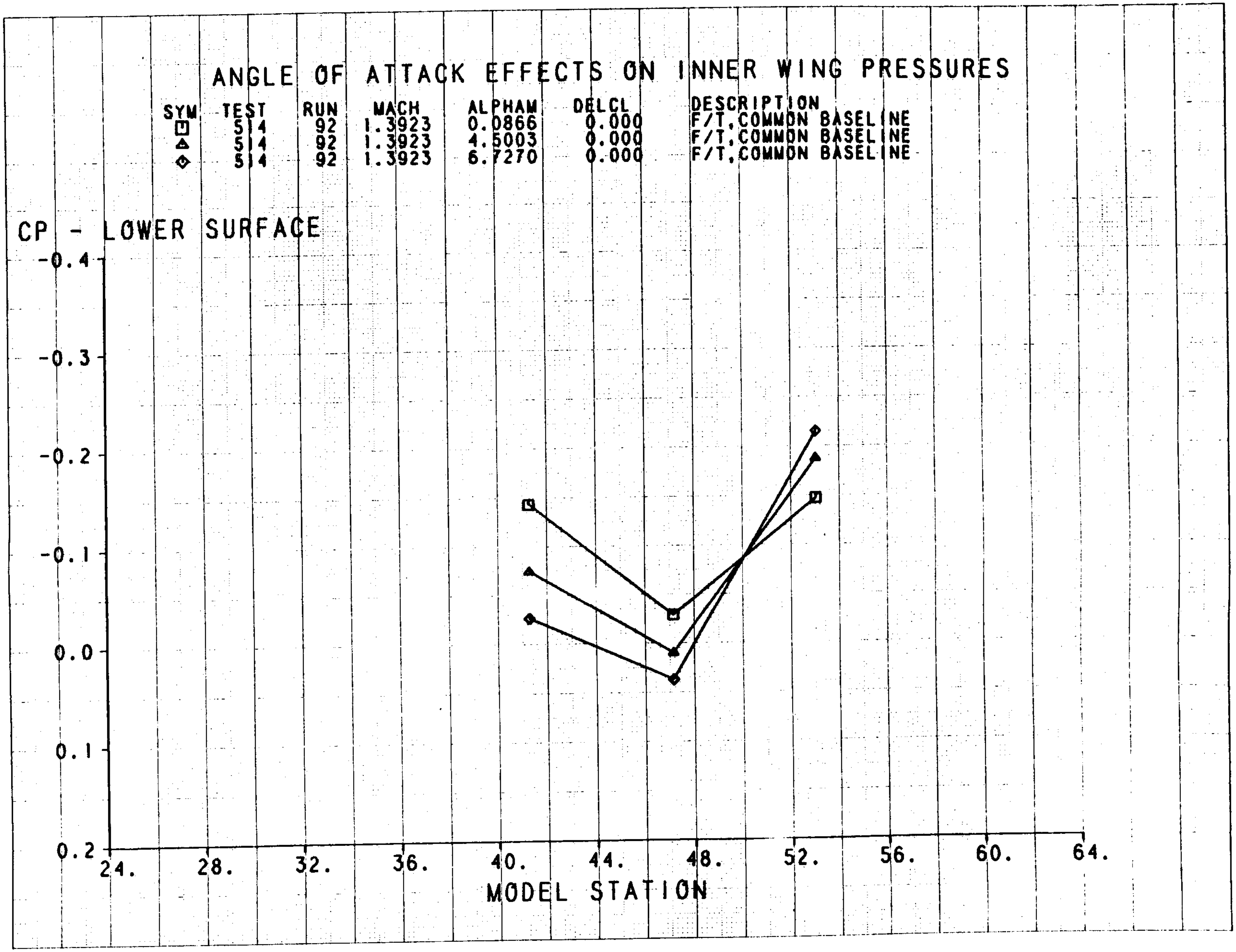
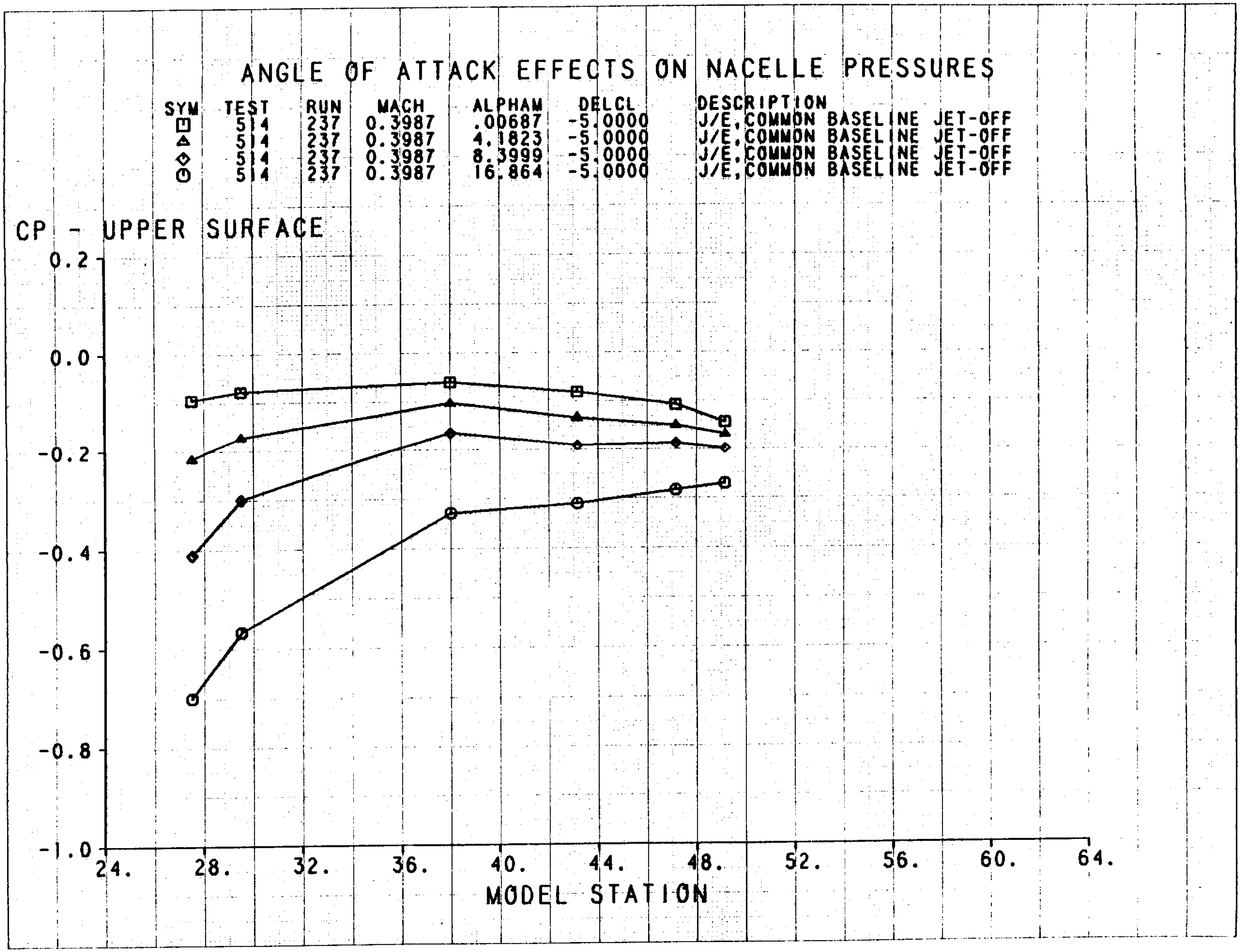
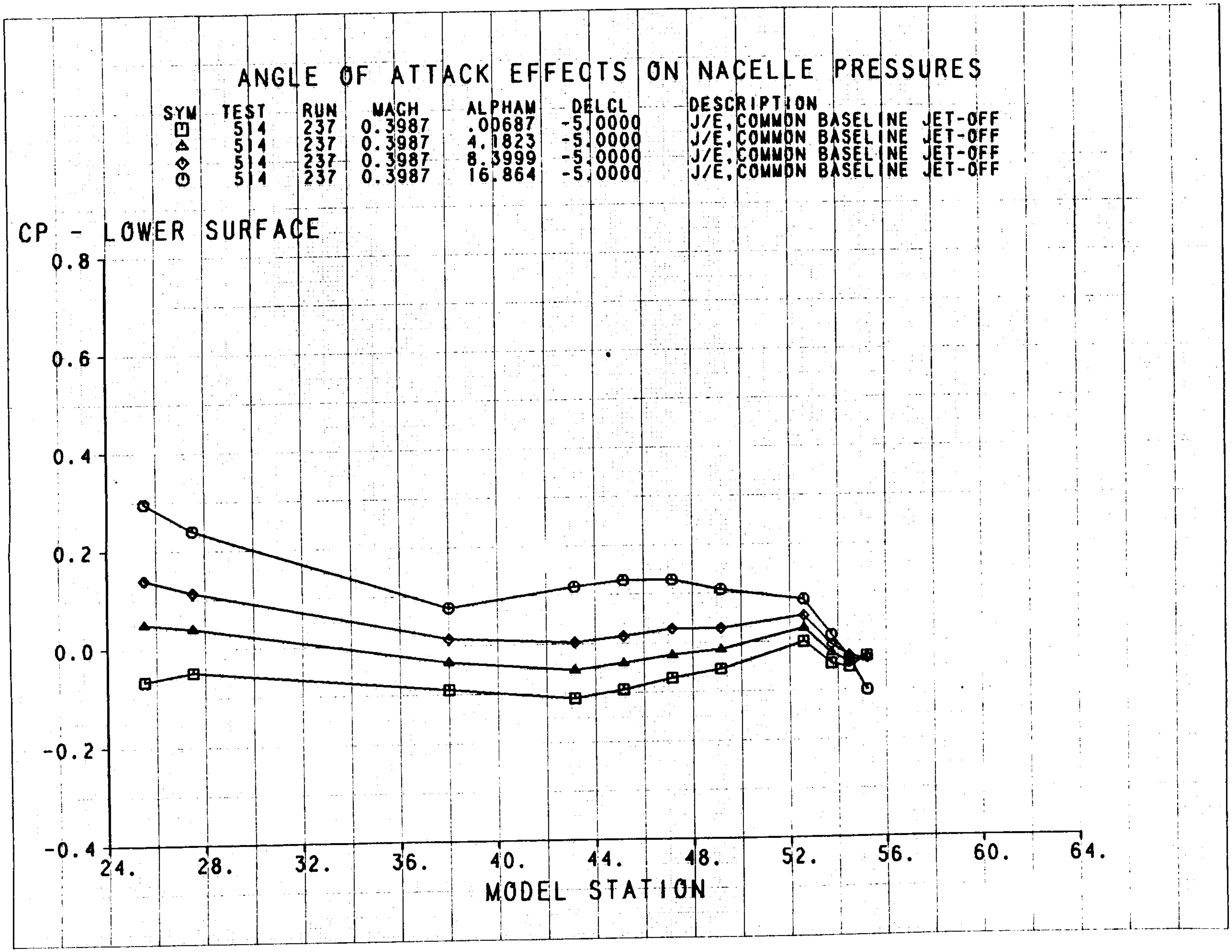
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 92 1.3923 4.5003 0.000 F/T,COMMON BASELINE
◇ 514 92 1.3923 6.7270 0.000 F/T,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 237 0.3987 .00687 -5.0000 J/E,COMMON BASELINE JET-OFF
514 237 0.3987 4.1823 -5.0000 J/E,COMMON BASELINE JET-OFF
514 237 0.3987 8.3999 -5.0000 J/E,COMMON BASELINE JET-OFF
514 237 0.3987 16.864 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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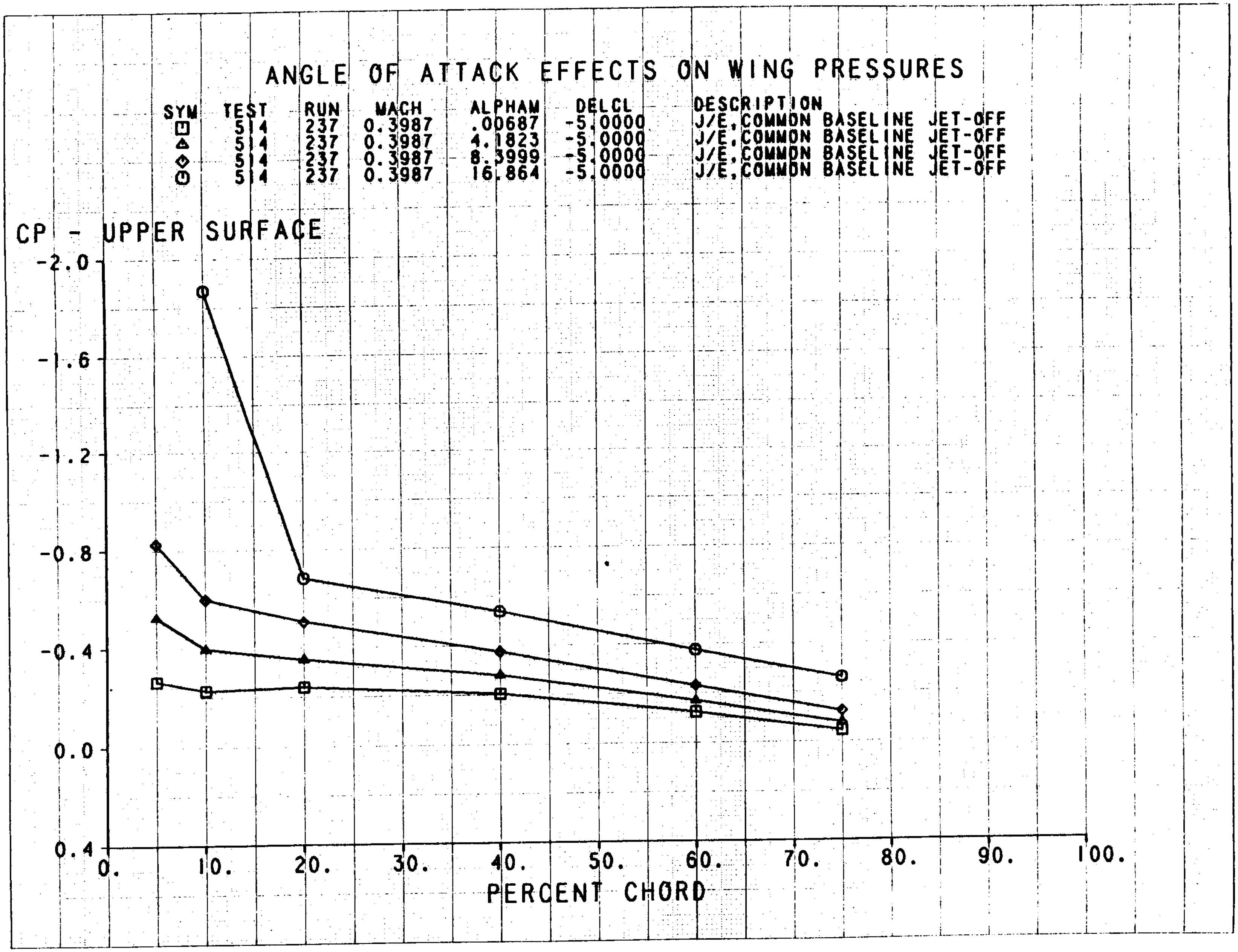
514 237 0.3987 4.1823 -5.0000 J/E,COMMON BASELINE JET-OFF
514 237 0.3987 8.3999 -5.0000 J/E,COMMON BASELINE JET-OFF
514 237 0.3987 16.864 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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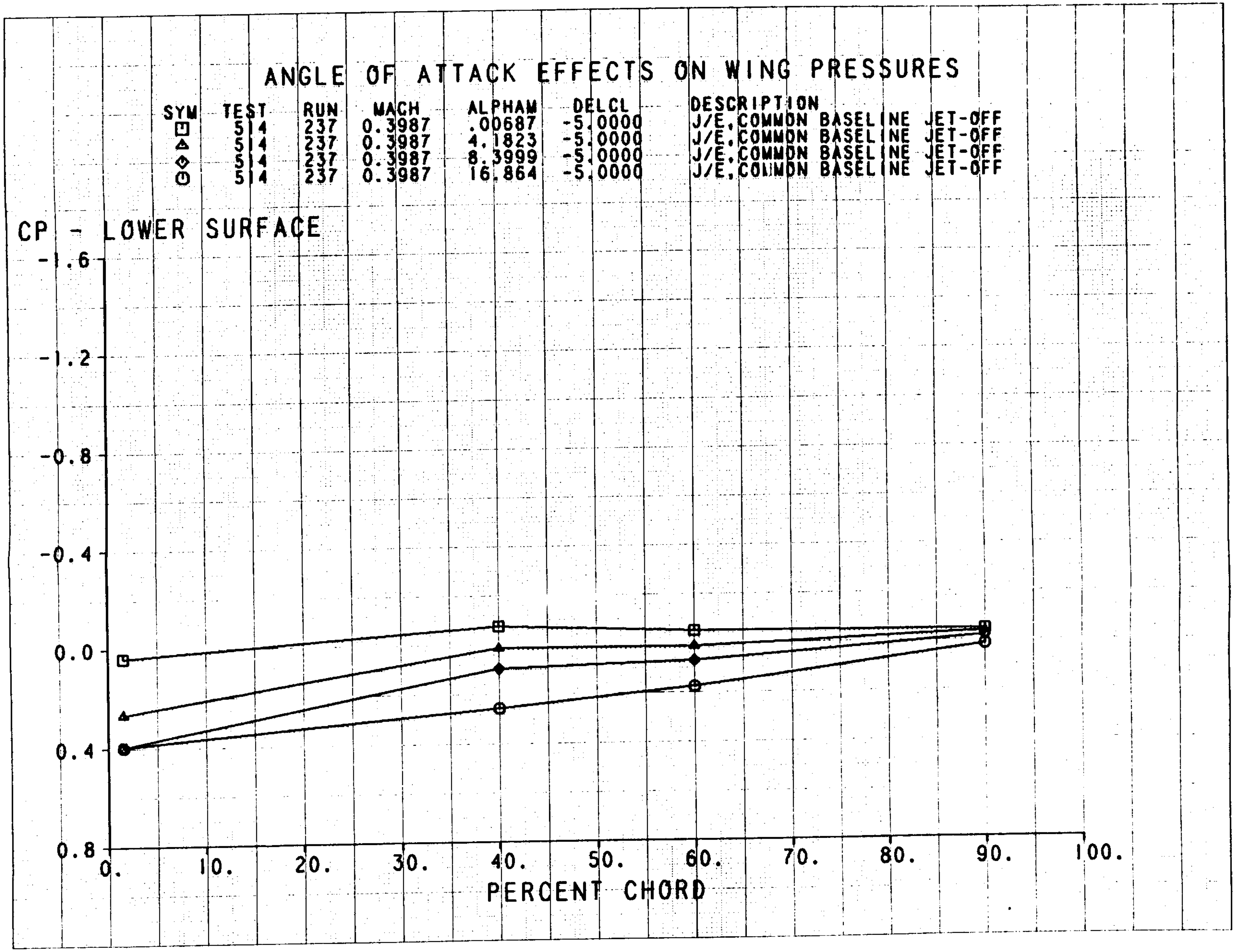
△ 514 237 0.3987 4.1823 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 237 0.3987 8.3999 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 237 0.3987 16.864 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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514 237 0.3987 4.1823 -5.0000 J/E,COMMON BASELINE JET-OFF
514 237 0.3987 8.3999 -5.0000 J/E,COMMON BASELINE JET-OFF
514 237 0.3987 16.864 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
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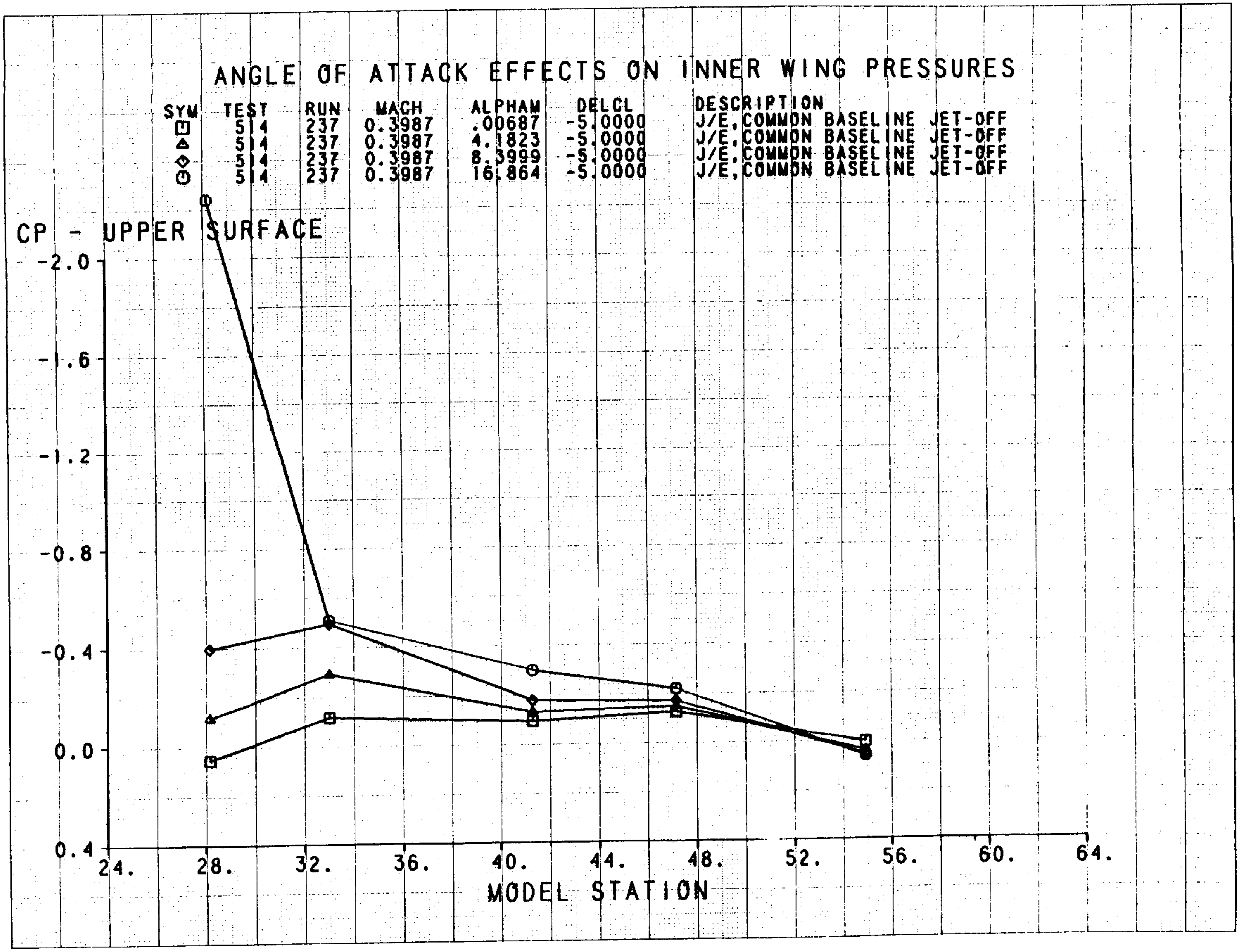
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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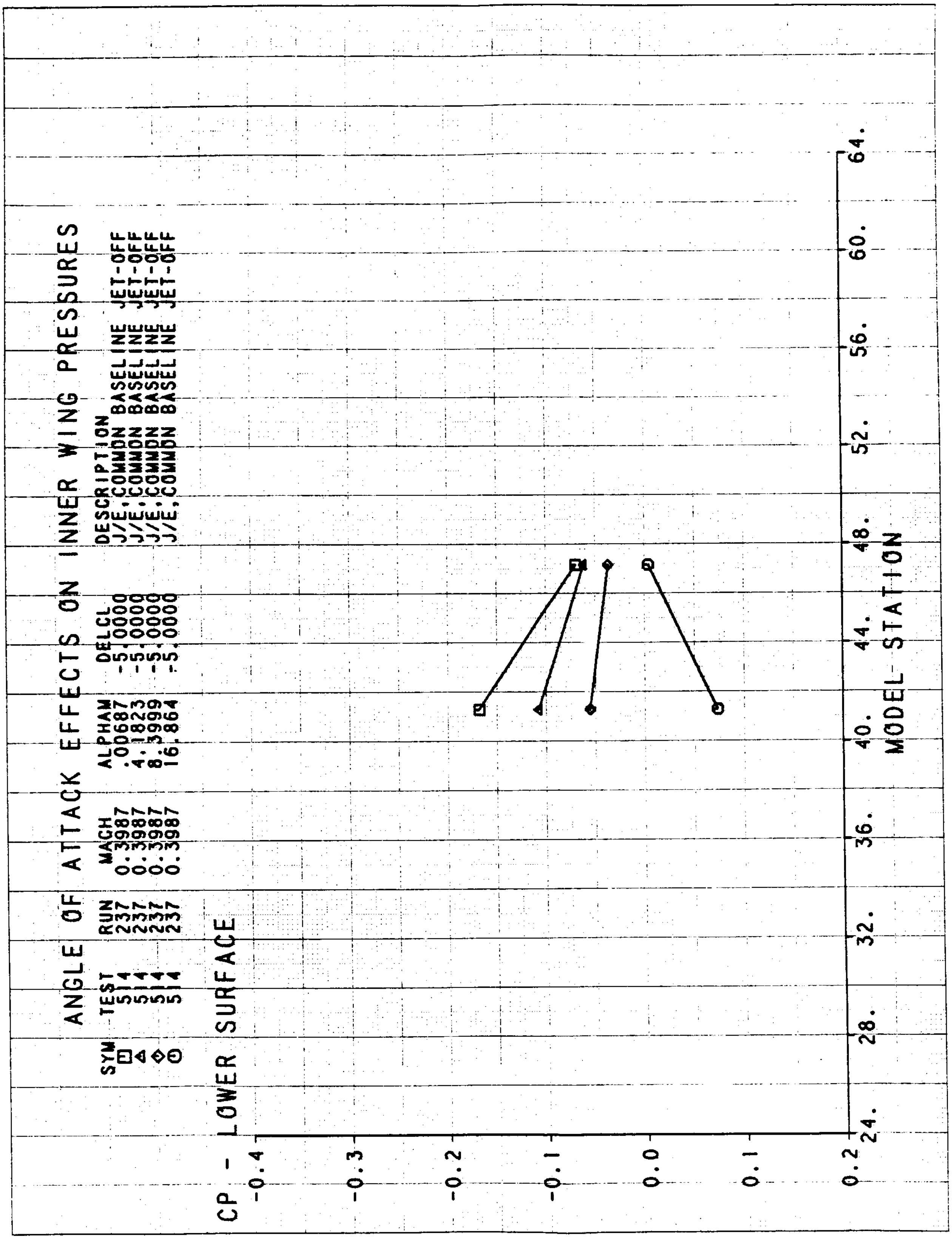
△ 514 237 0.3987 4.1823 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 237 0.3987 8.3999 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 237 0.3987 16.864 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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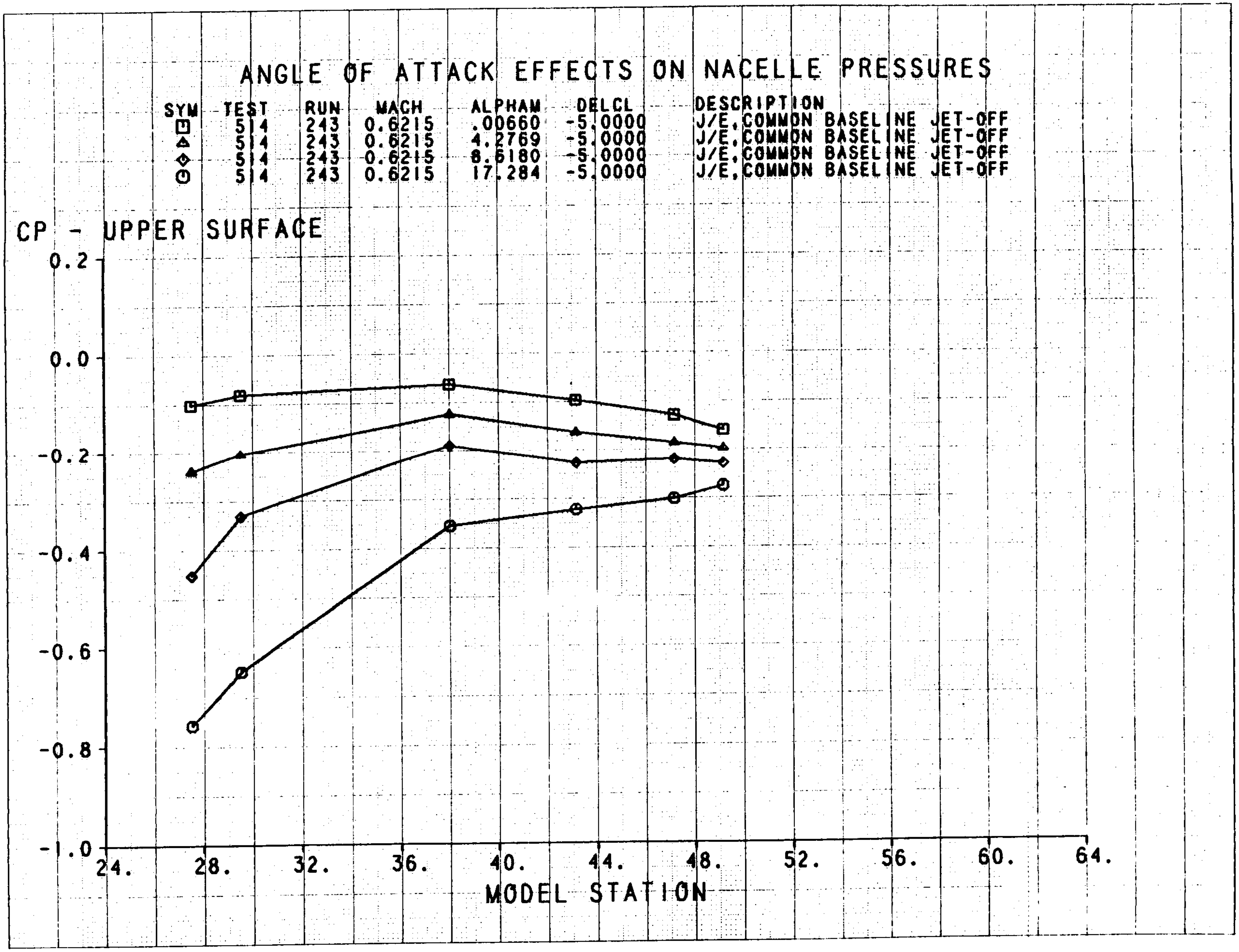
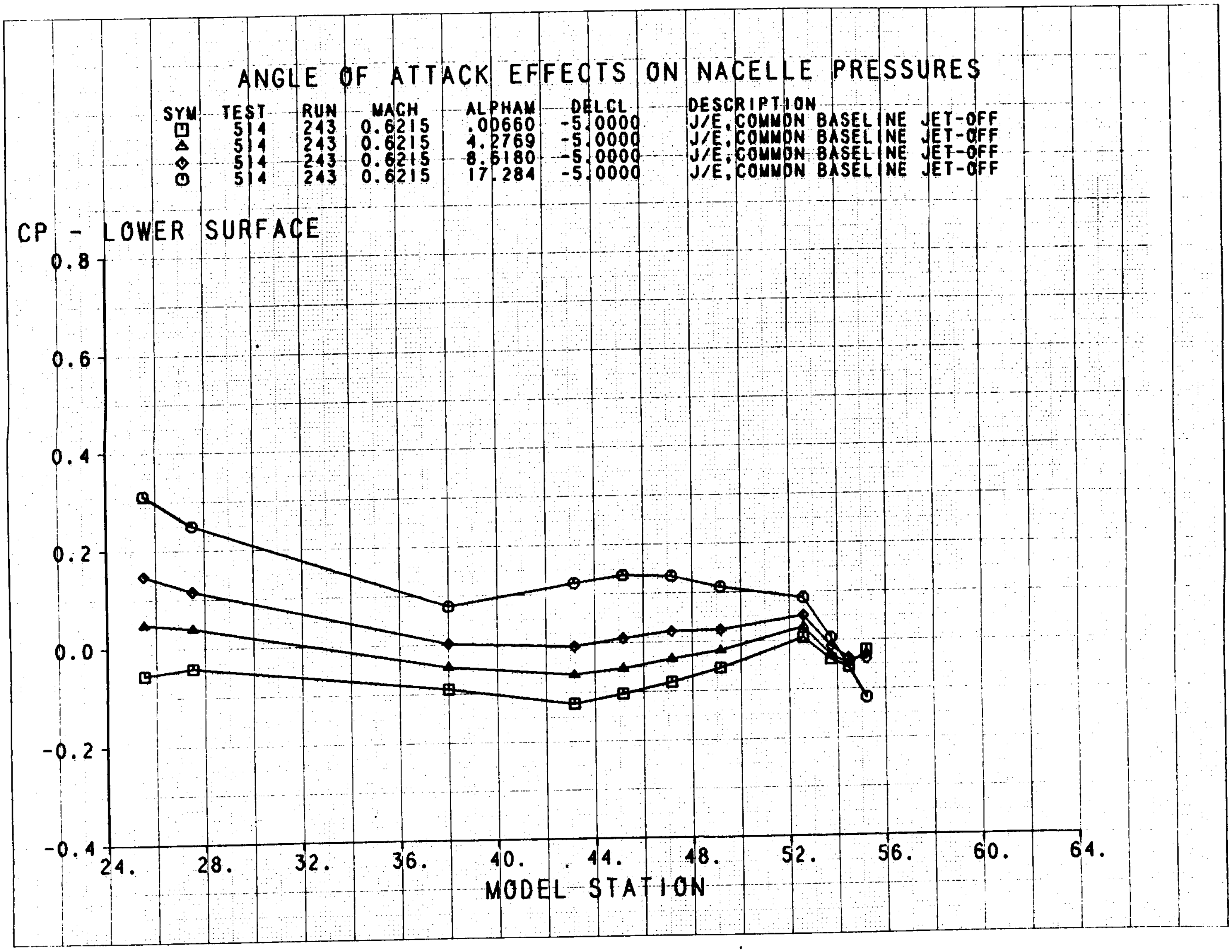
△ 514 237 0.3987 4.1823 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 237 0.3987 8.3999 -5.0000 J/E,COMMON BASELINE JET-OFF
⊙ 514 237 0.3987 16.864 -5.0000 J/E,COMMON BASELINE JET-OFF
LOWER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 243 0.6215 .00660 -5.0000 J/E,COMMON BASELINE JET-OFF
△ 514 243 0.6215 4.2769 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 243 0.6215 8.6180 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 243 0.6215 17.284 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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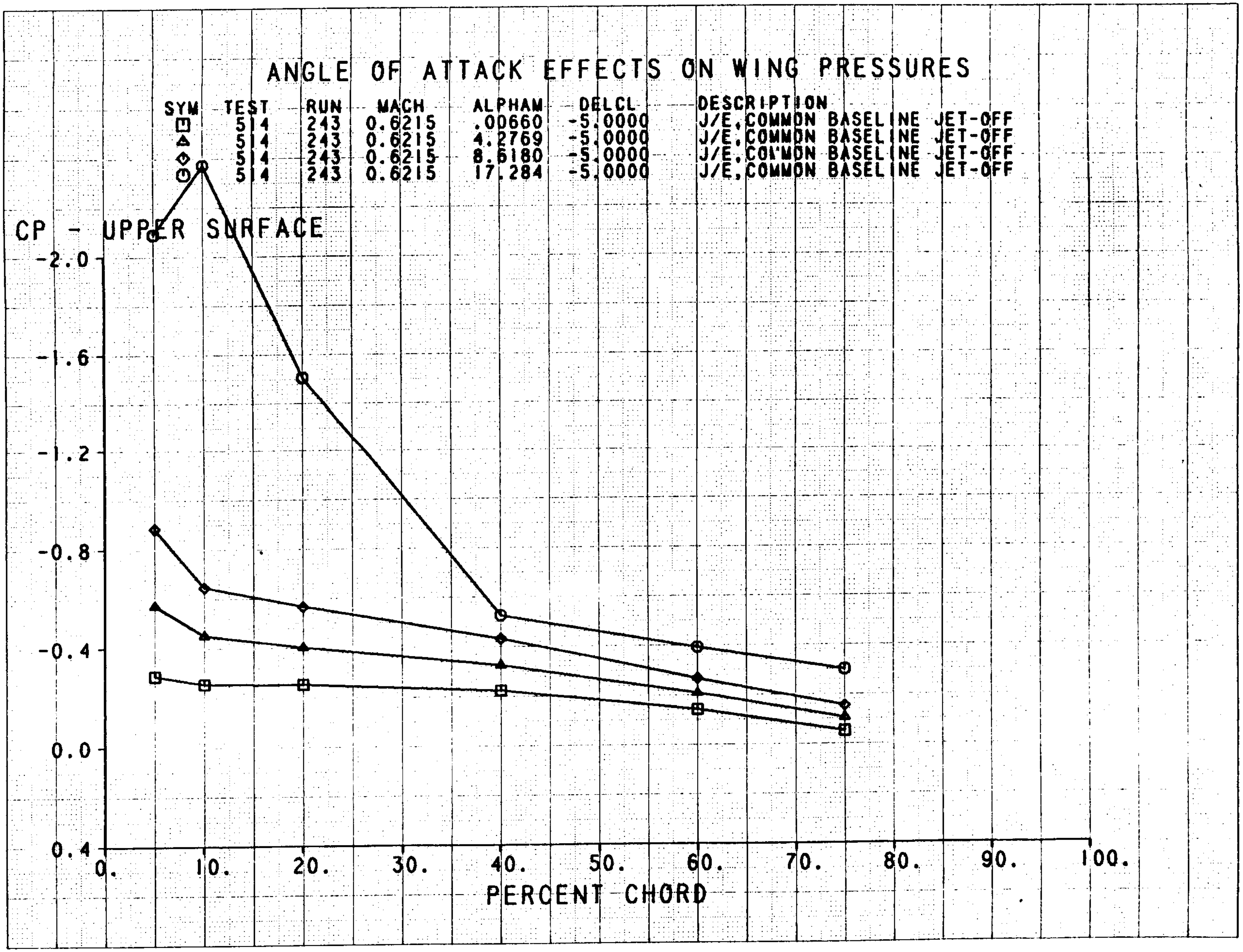
△ 514 243 0.6215 4.2769 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 243 0.6215 8.6180 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 243 0.6215 17.284 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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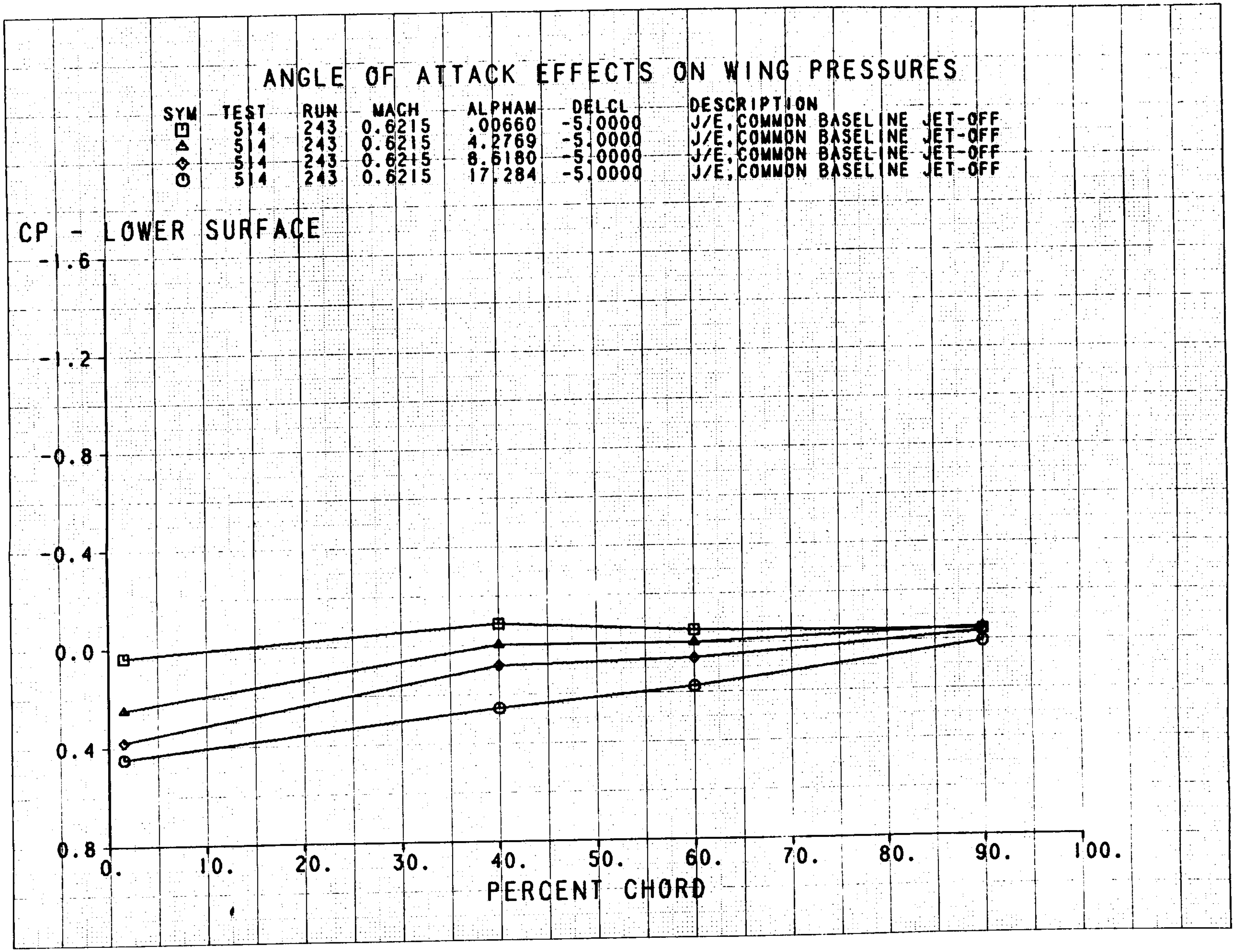
△ 514 243 0.6215 4.2769 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 243 0.6215 8.6180 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 243 0.6215 17.284 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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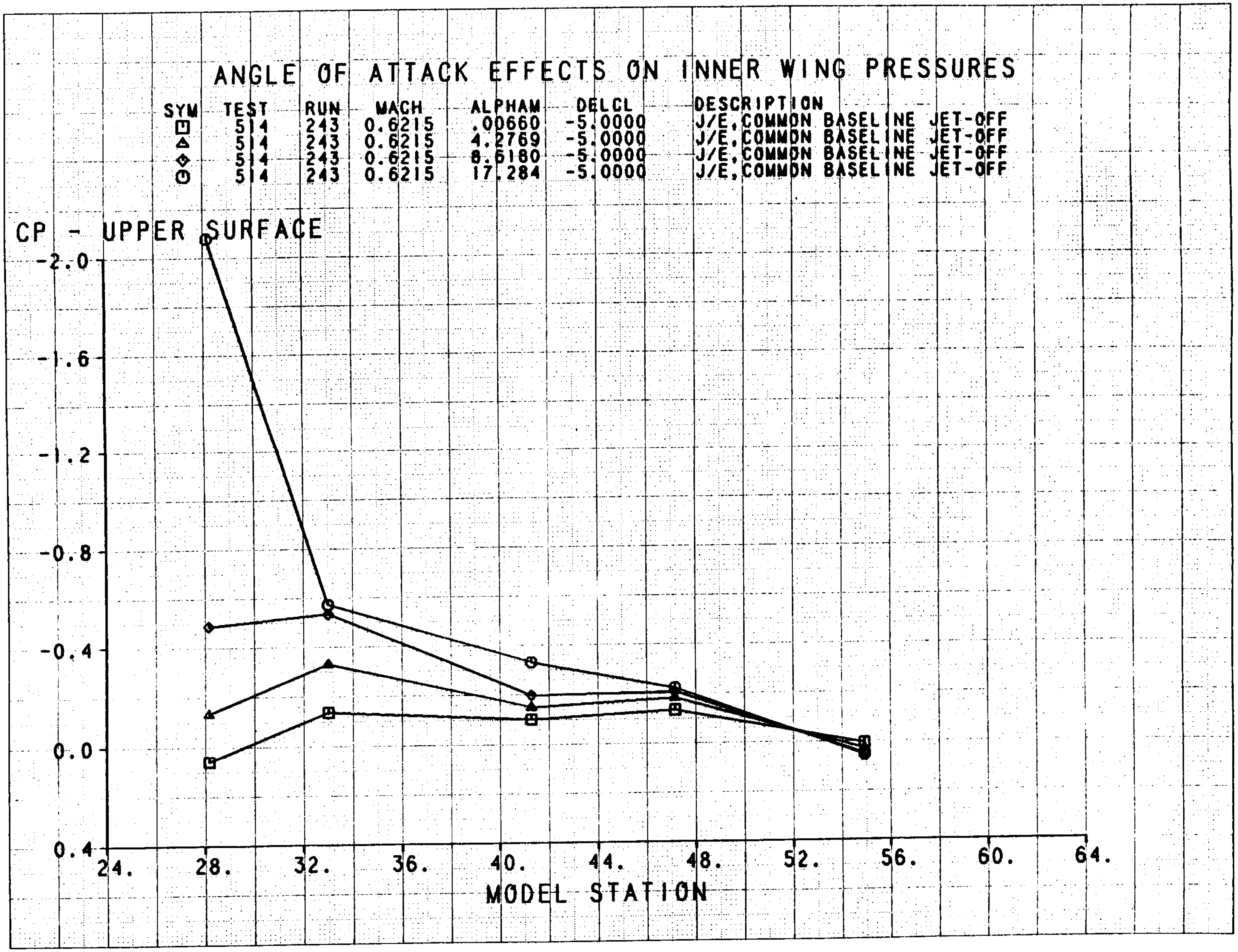
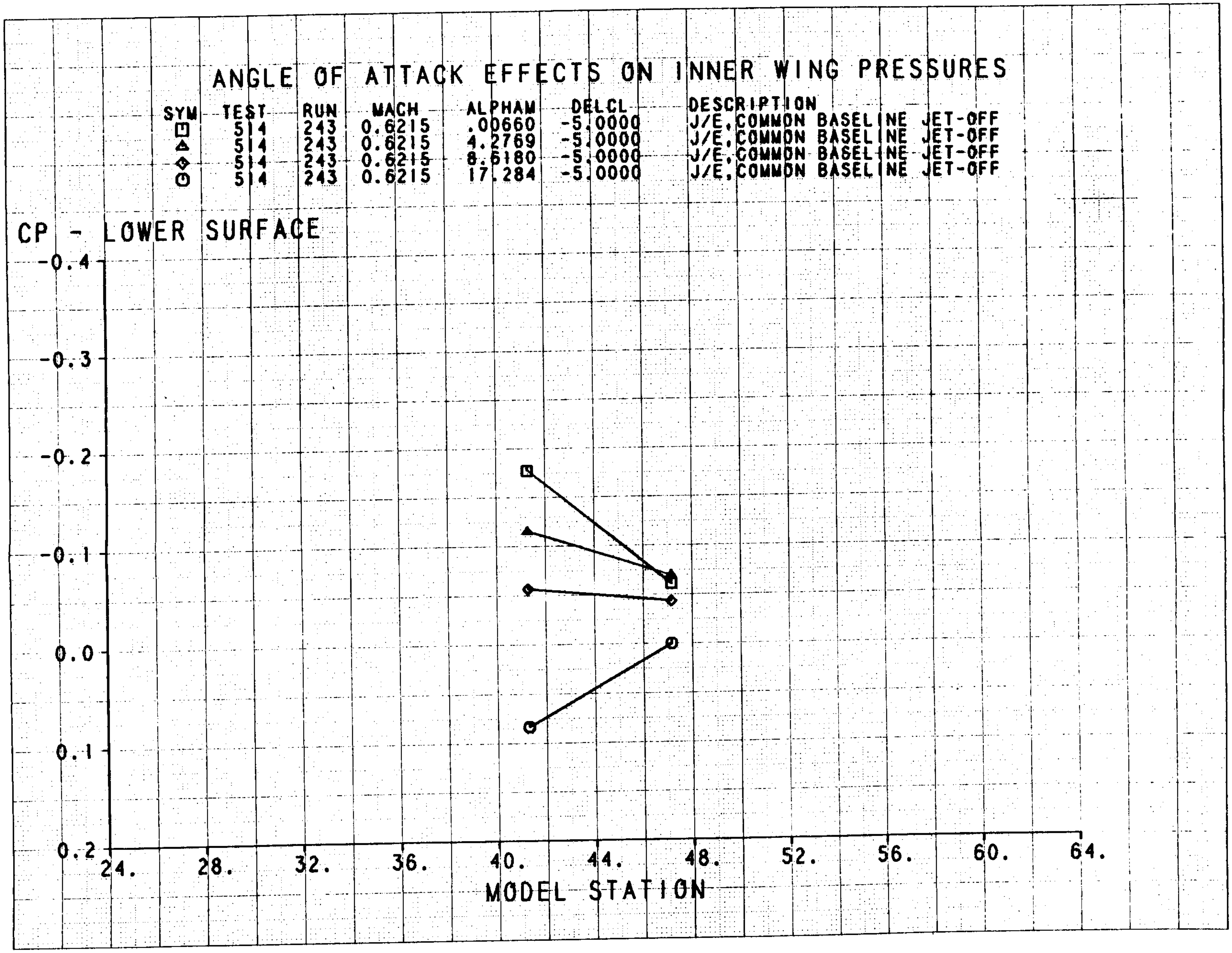
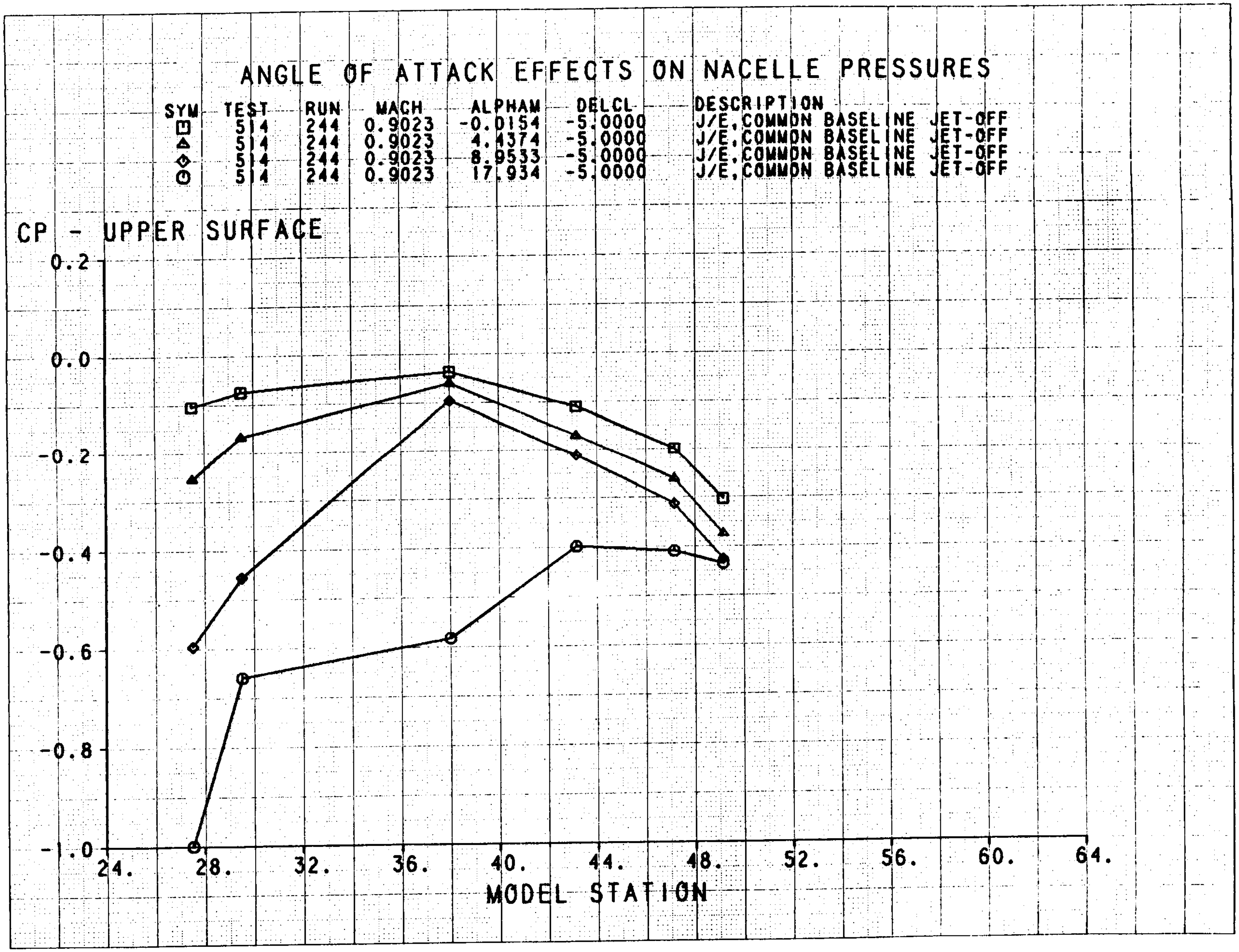
△ 514 243 0.6215 4.2769 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 243 0.6215 8.6180 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 243 0.6215 17.284 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 243 0.6215 .00660 -5.0000 J/E,COMMON BASELINE JET-OFF
514 243 0.6215 4.2769 -5.0000 J/E,COMMON BASELINE JET-OFF
514 243 0.6215 8.6180 -5.0000 J/E,COMMON BASELINE JET-OFF
514 243 0.6215 17.284 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 243 0.6215 .00660 -5.0000 J/E,COMMON BASELINE JET-OFF
△ 514 243 0.6215 4.2769 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 243 0.6215 8.6180 -5.0000 J/E,COMMON BASELINE JET-OFF
⊙ 514 243 0.6215 17.284 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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△ 514 244 0.9023 4.4374 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 244 0.9023 8.9533 -5.0000 J/E,COMMON BASELINE JET-OFF
⊙ 514 244 0.9023 17.934 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
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44.
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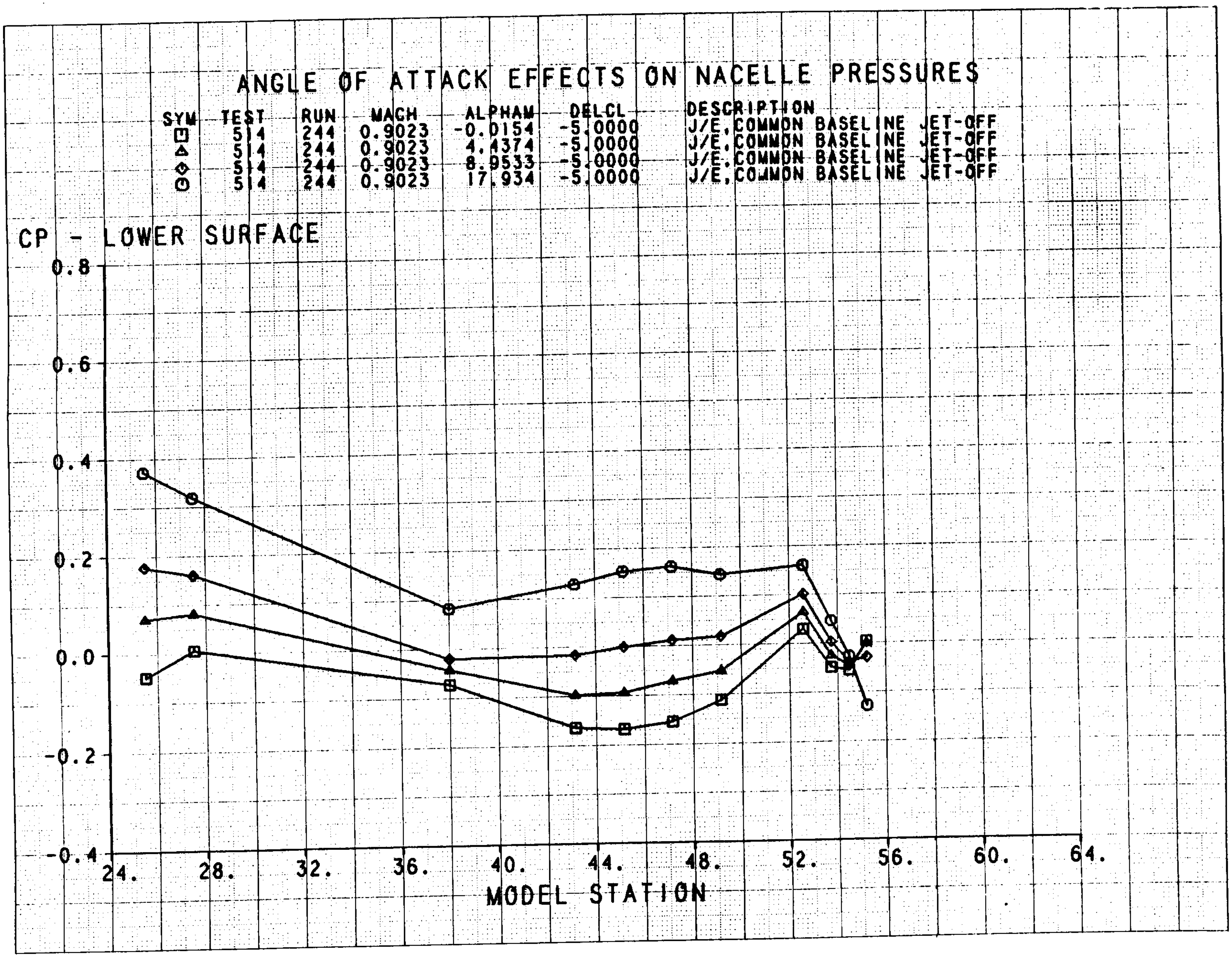
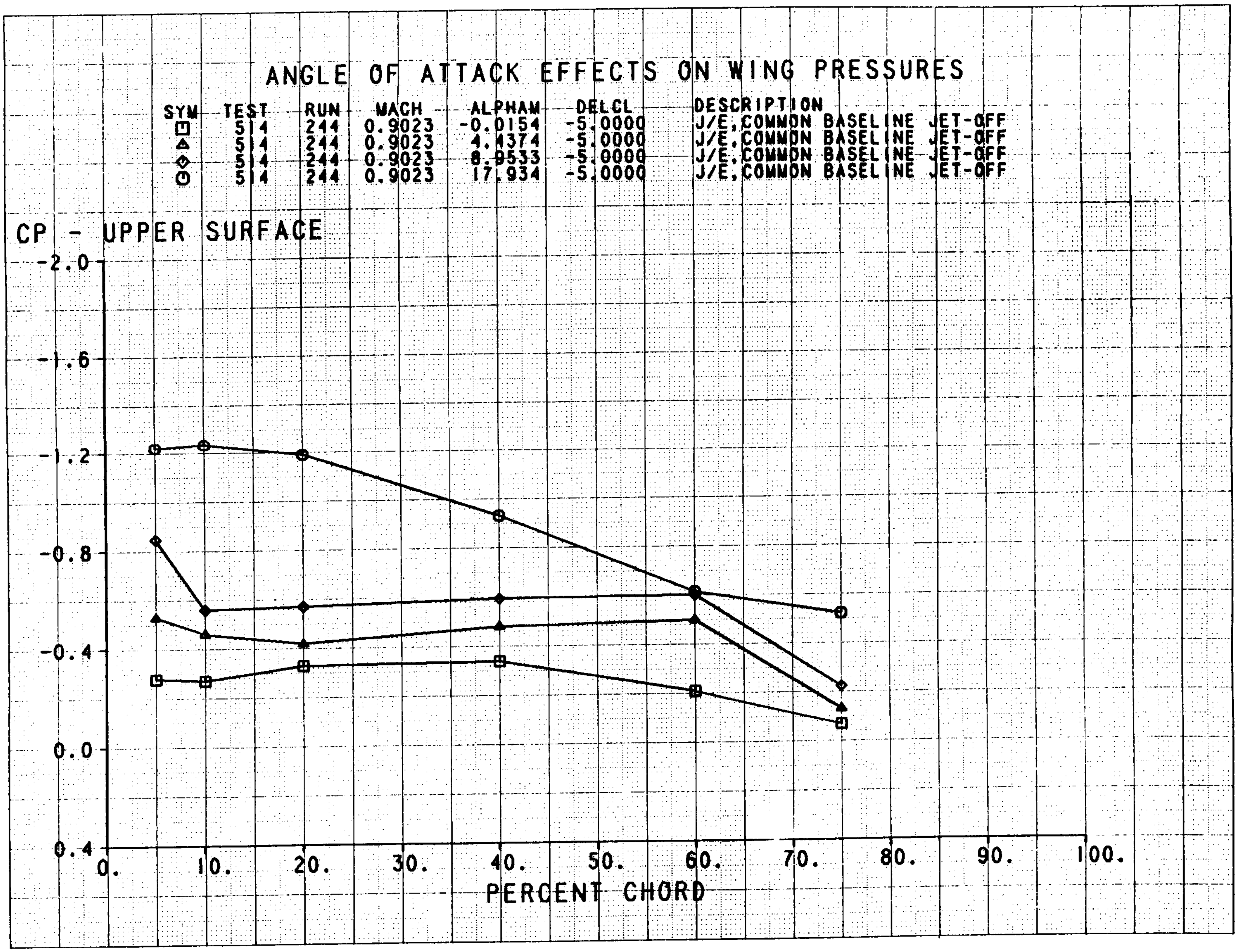
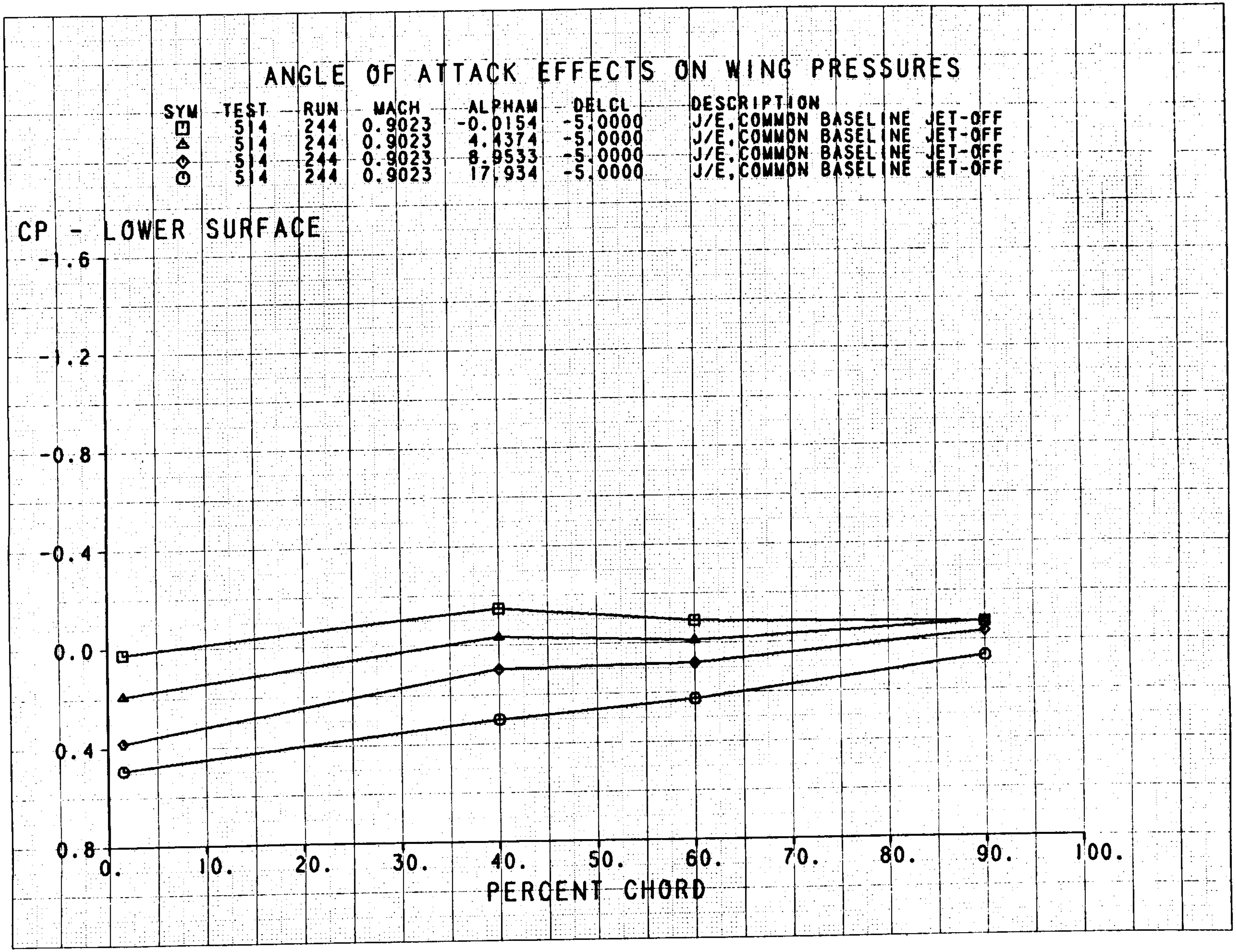
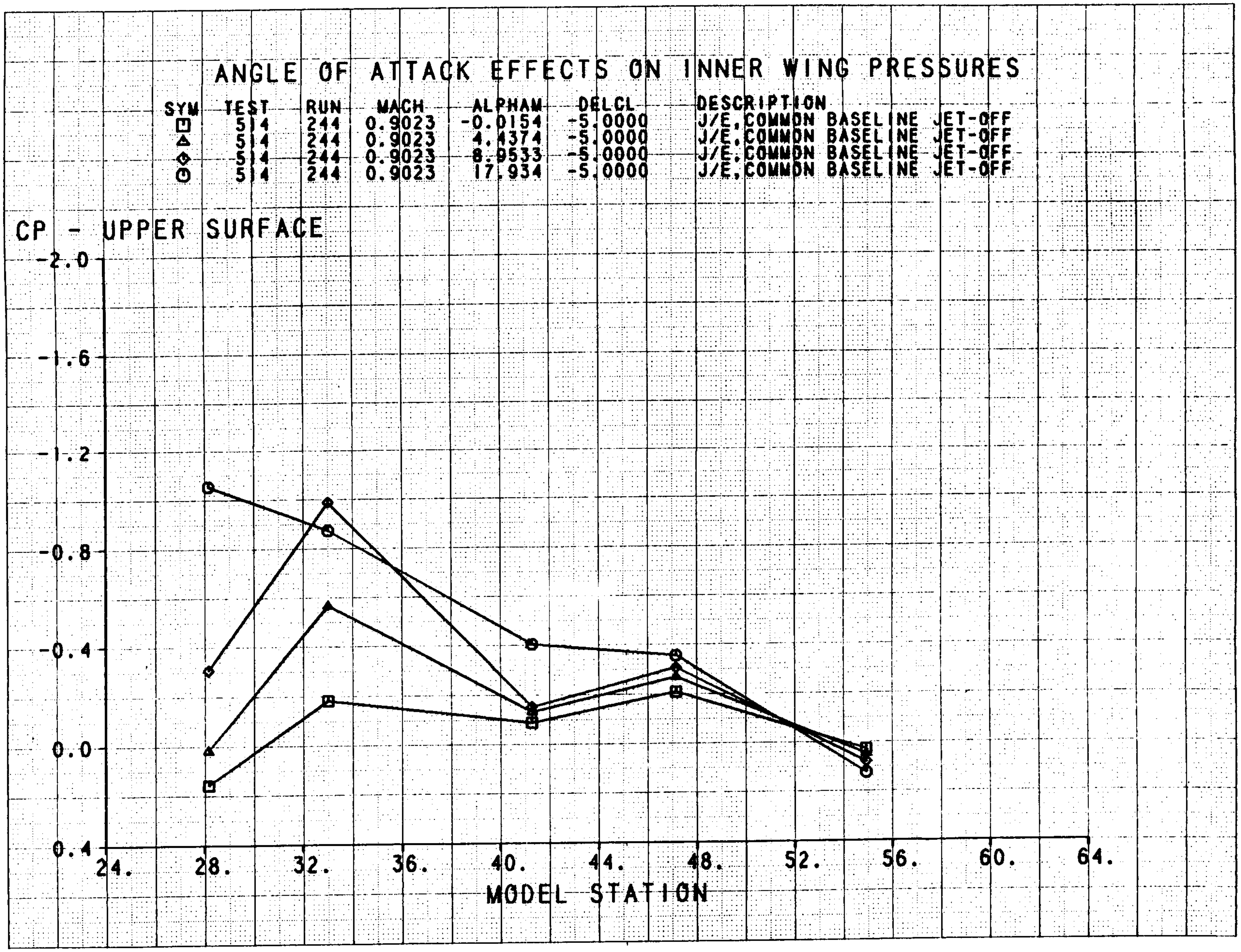
52.
56.
60.
64.
MODEL STATION

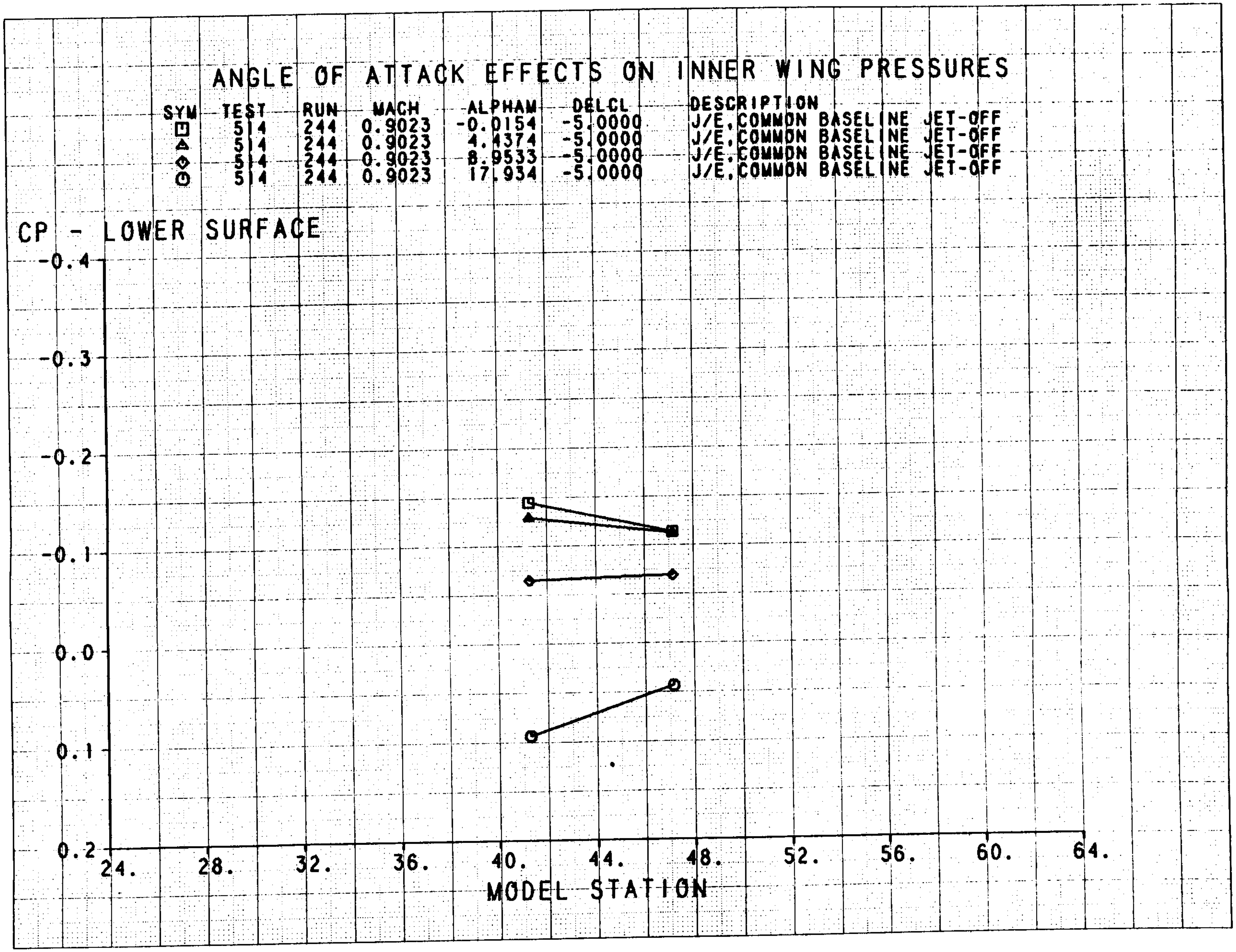


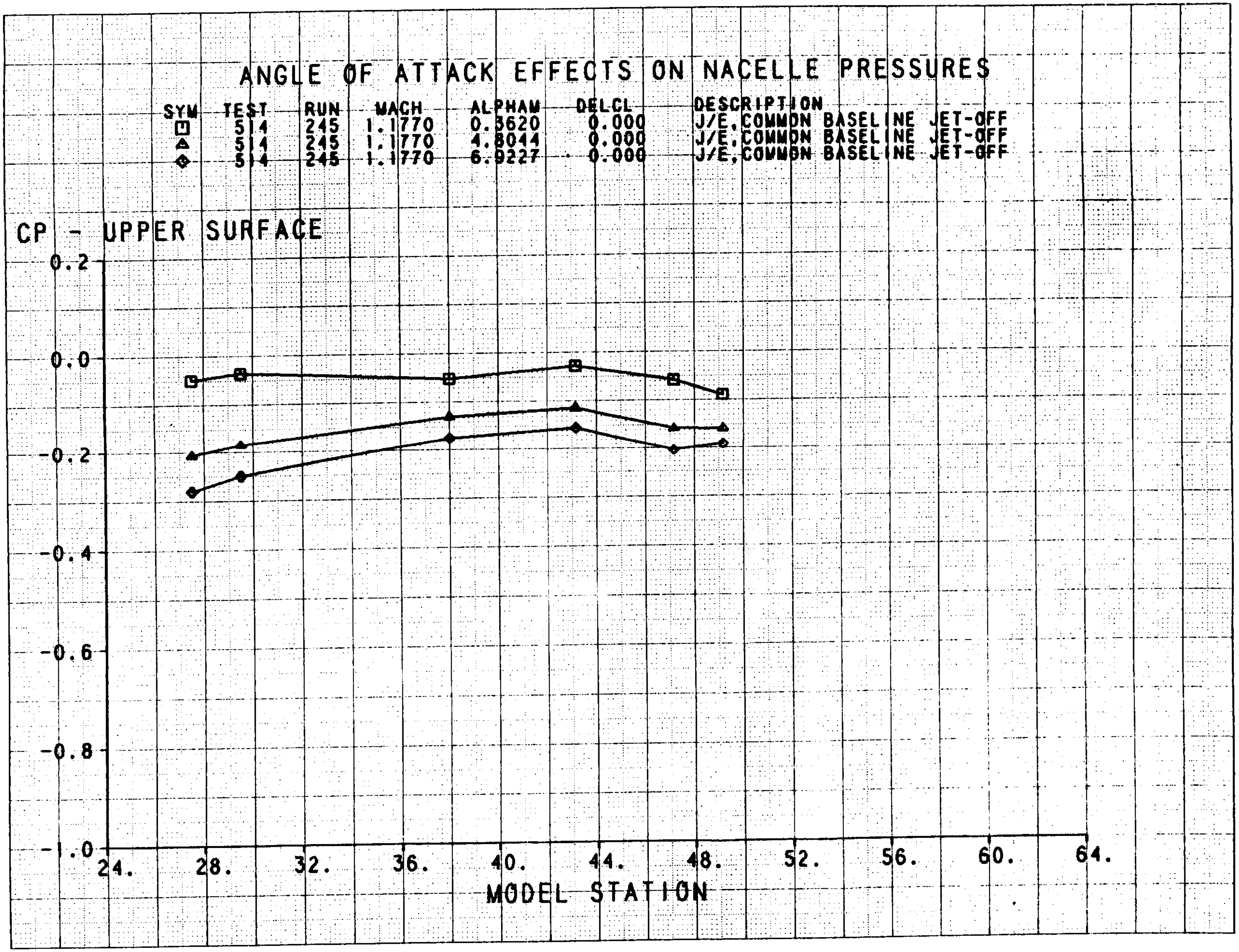
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 244 0.9023 -0.0154 -5.0000 J/E,COMMON BASELINE JET-OFF
△ 514 244 0.9023 4.4374 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 244 0.9023 8.9533 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 244 0.9023 17.934 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

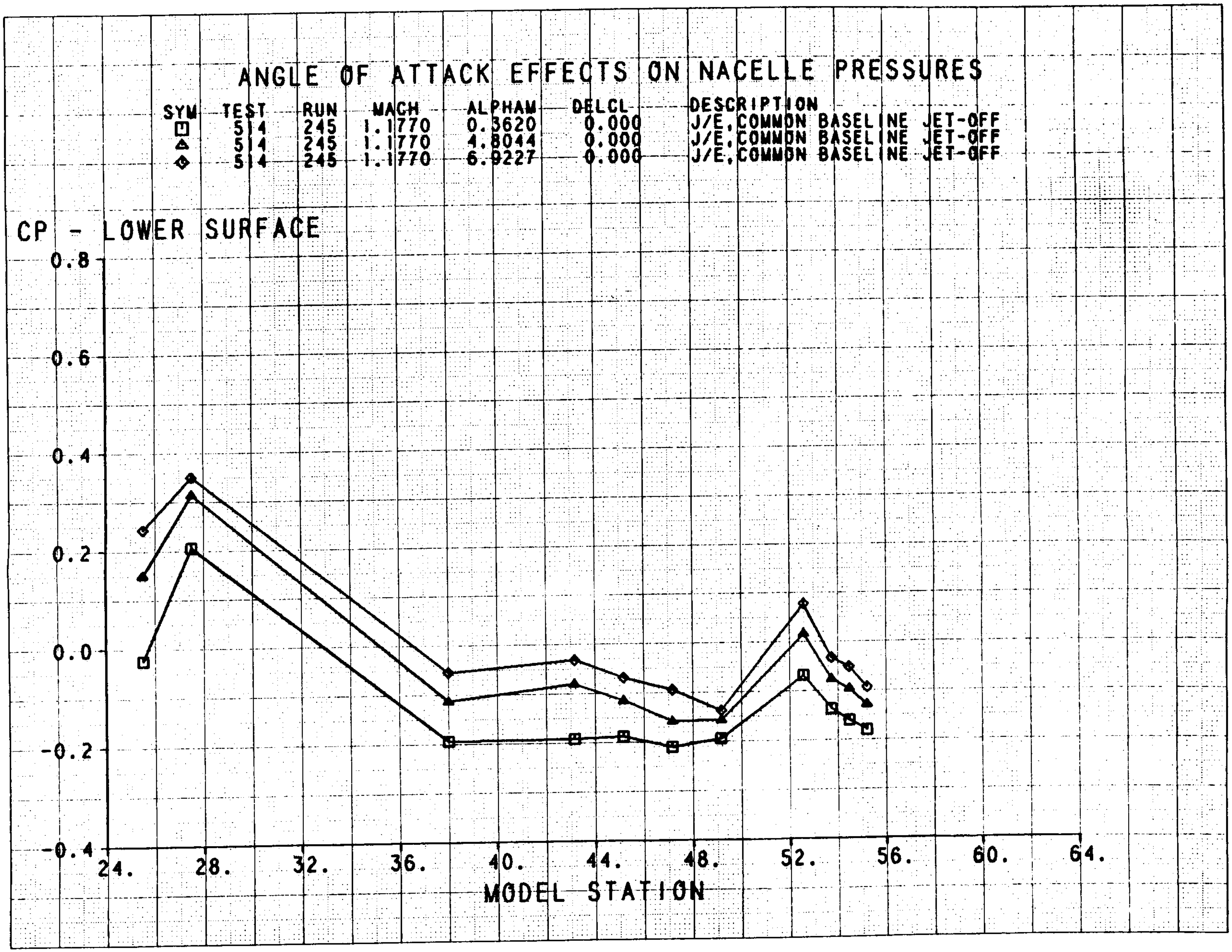

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 244 0.9023 -0.0154 -5.0000 J/E,COMMON BASELINE JET-OFF
△ 514 244 0.9023 4.4374 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 244 0.9023 8.9533 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 244 0.9023 17.934 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

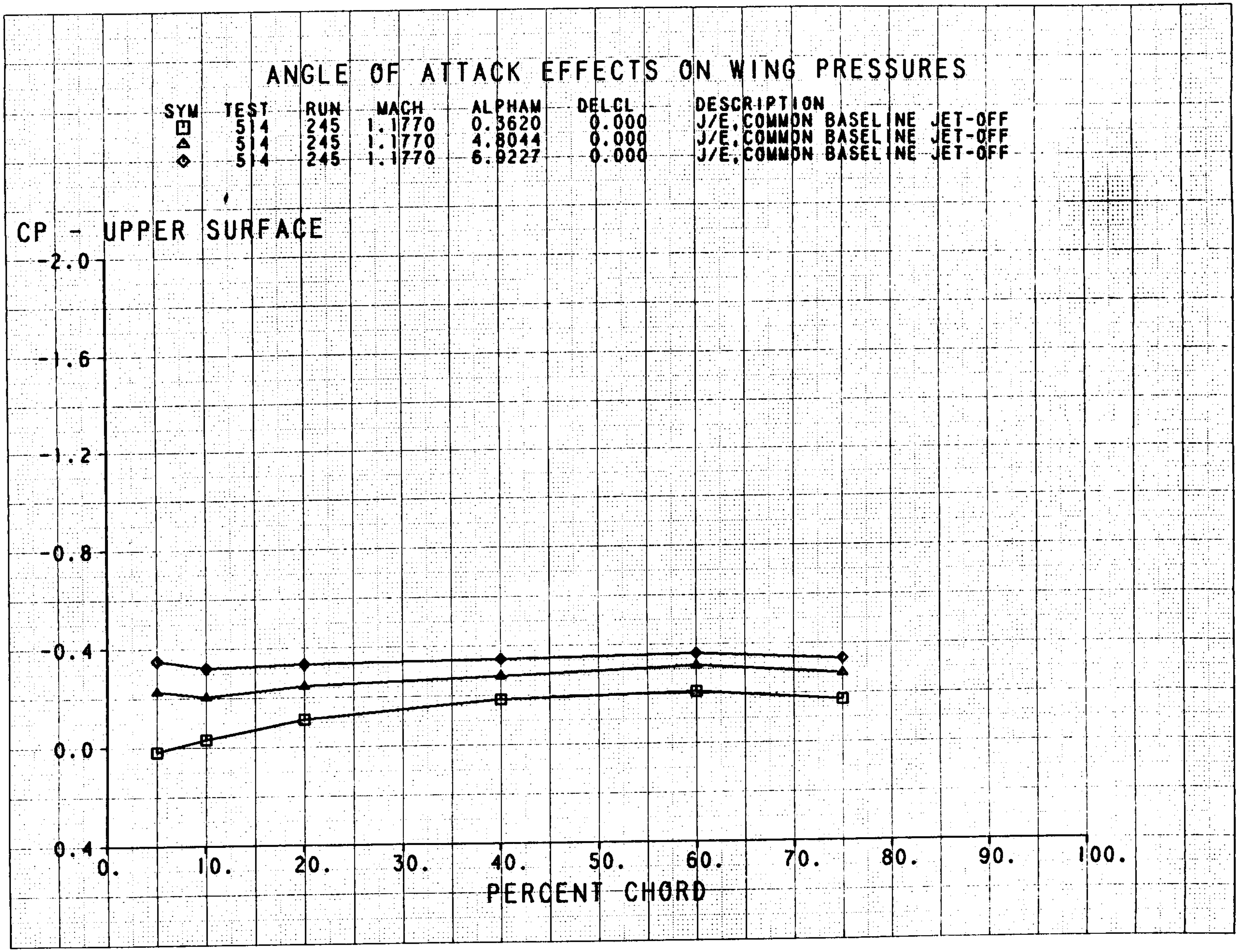

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 244 0.9023 -0.0154 -5.0000 J/E,COMMON BASELINE JET-OFF
514 244 0.9023 4.4374 -5.0000 J/E,COMMON BASELINE JET-OFF
514 244 0.9023 8.9533 -5.0000 J/E,COMMON BASELINE JET-OFF
514 244 0.9023 17.934 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 244 0.9023 -0.0154 -5.0000 J/E,COMMON BASELINE JET-OFF
△ 514 244 0.9023 4.4374 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 244 0.9023 8.9533 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 244 0.9023 17.934 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

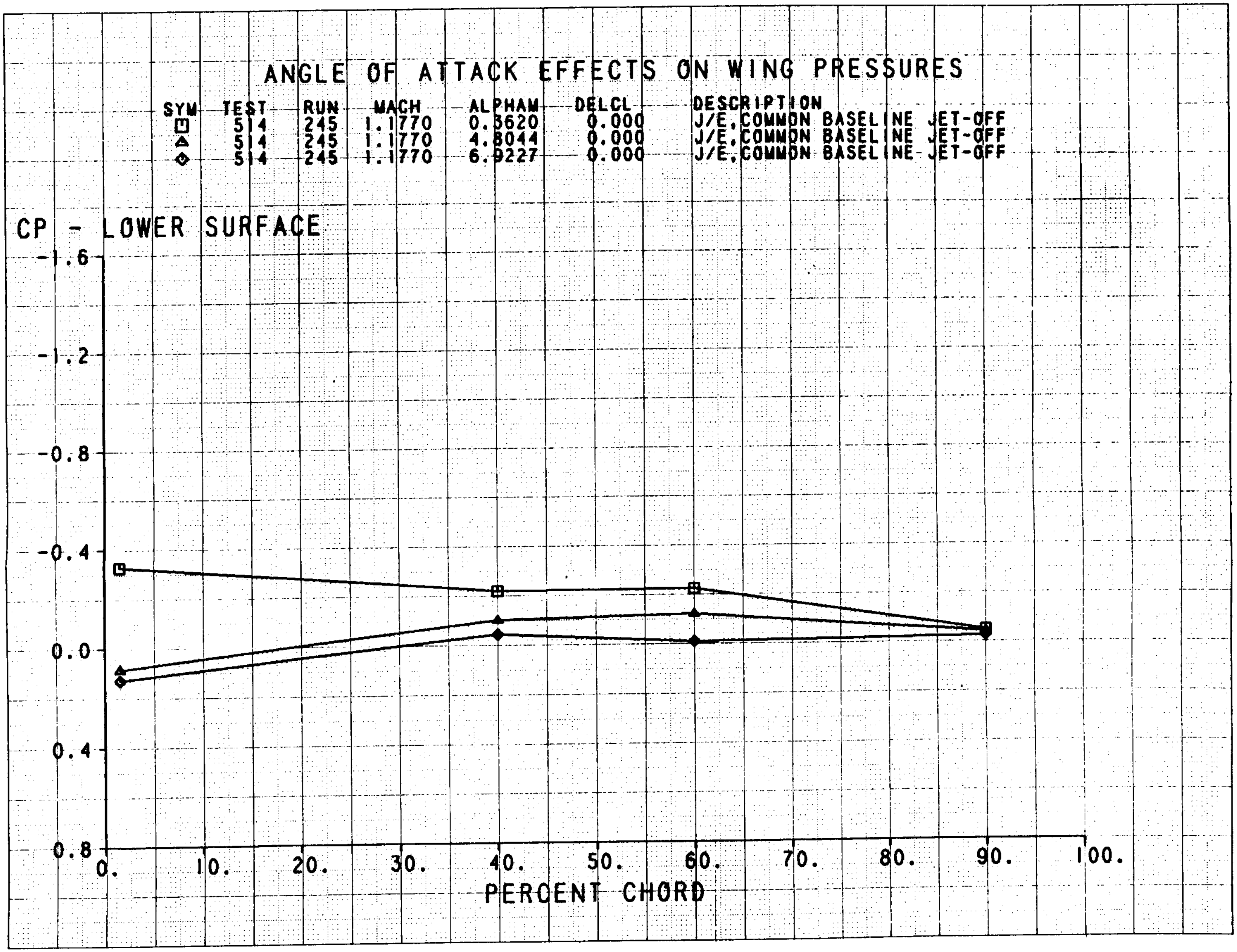

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 244 0.9023 -0.0154 -5.0000 J/E,COMMON BASELINE JET-OFF
△ 514 244 0.9023 4.4374 -5.0000 J/E,COMMON BASELINE JET-OFF
◇ 514 244 0.9023 8.9533 -5.0000 J/E,COMMON BASELINE JET-OFF
○ 514 244 0.9023 17.934 -5.0000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 245 1.1770 0.3620 0.000 J/E,COMMON BASELINE JET-OFF
514 245 1.1770 4.8044 0.000 J/E,COMMON BASELINE JET-OFF
514 245 1.1770 6.9227 0.000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 245 1.1770 0.3620 0.000 J/E,COMMON BASELINE JET-OFF
△ 514 245 1.1770 4.8044 0.000 J/E,COMMON BASELINE JET-OFF
◇ 514 245 1.1770 6.9227 0.000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 245 1.1770 0.3620 0.000 J/E,COMMON BASELINE JET-OFF
514 245 1.1770 4.8044 0.000 J/E,COMMON BASELINE JET-OFF
514 245 1.1770 6.9227 0.000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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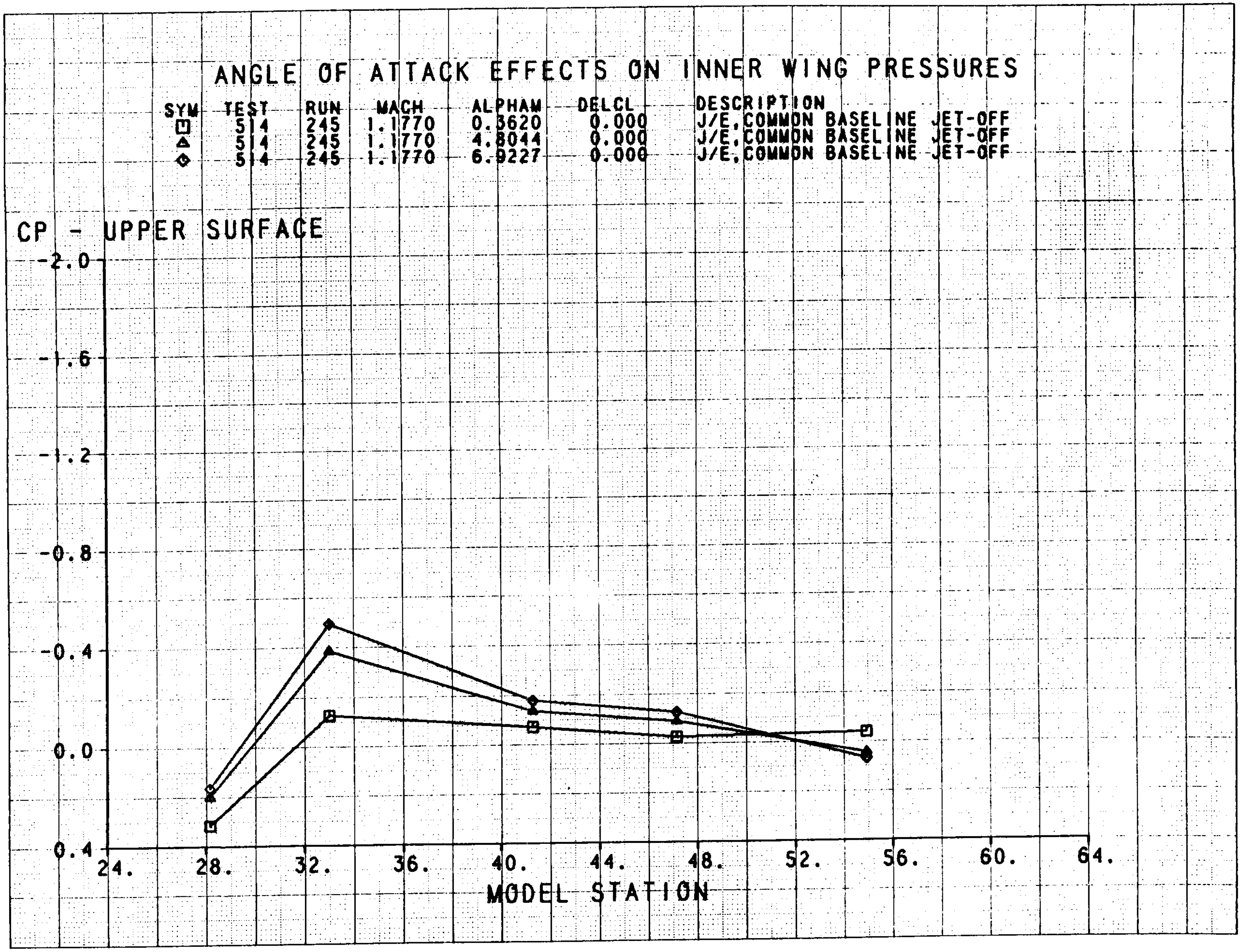
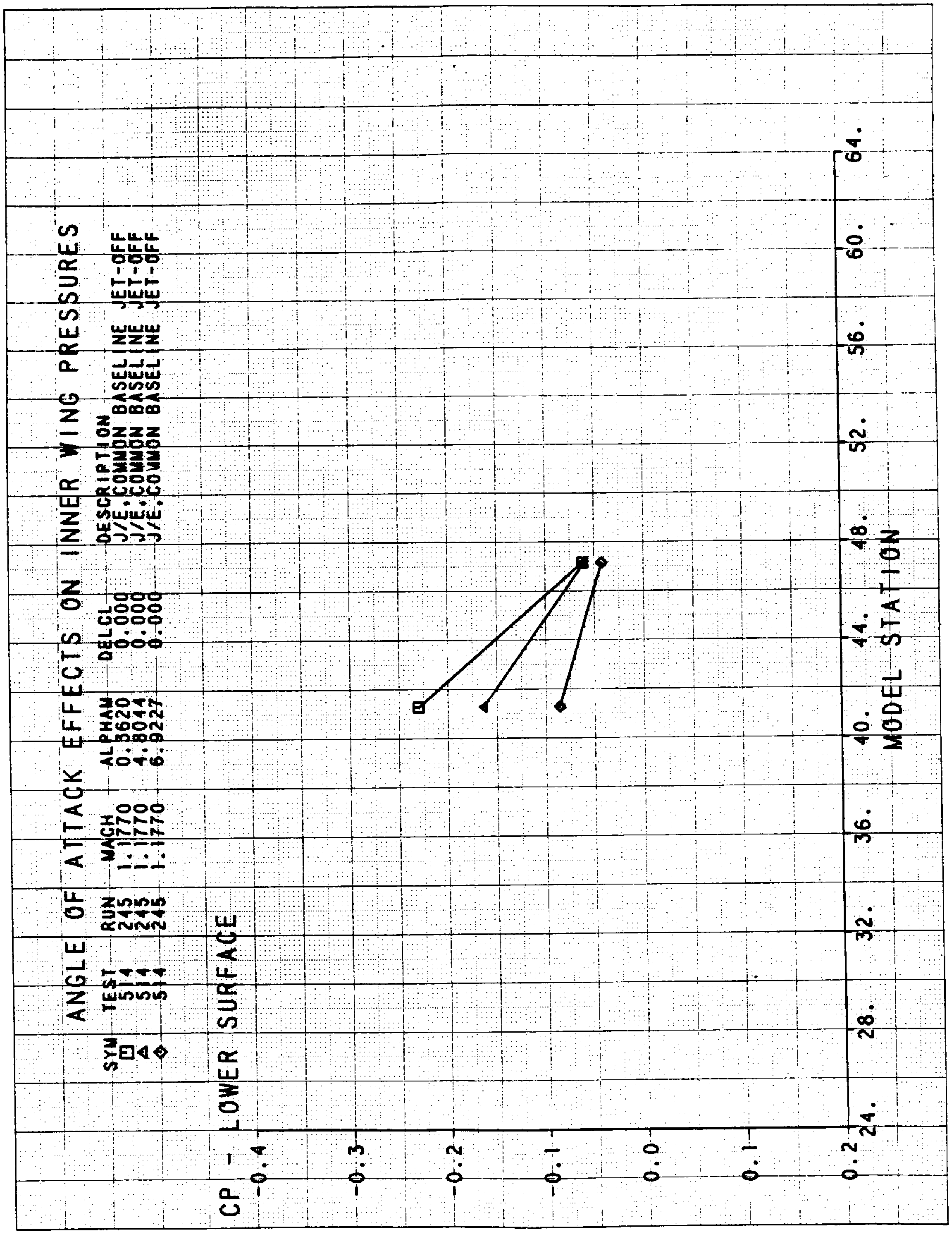
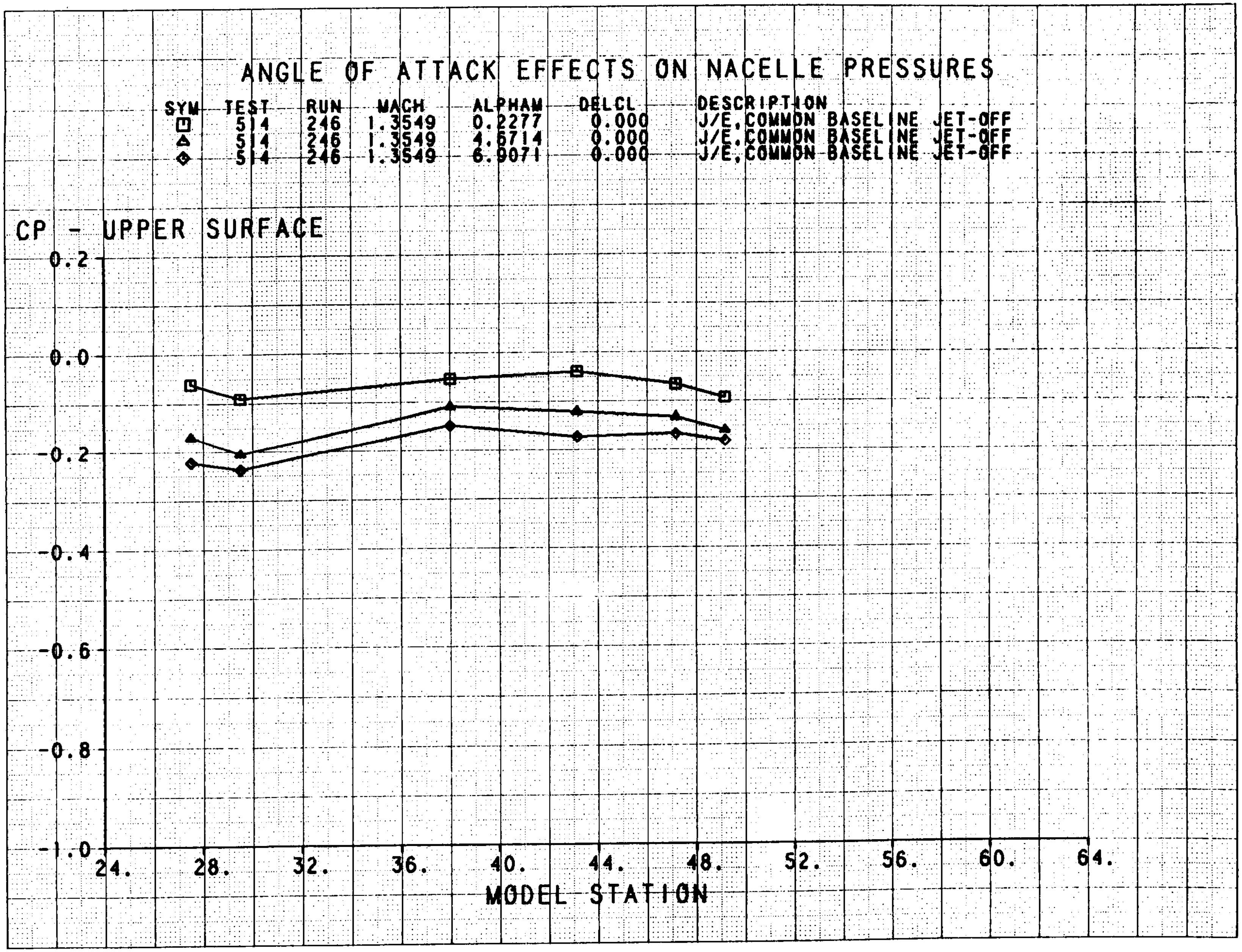
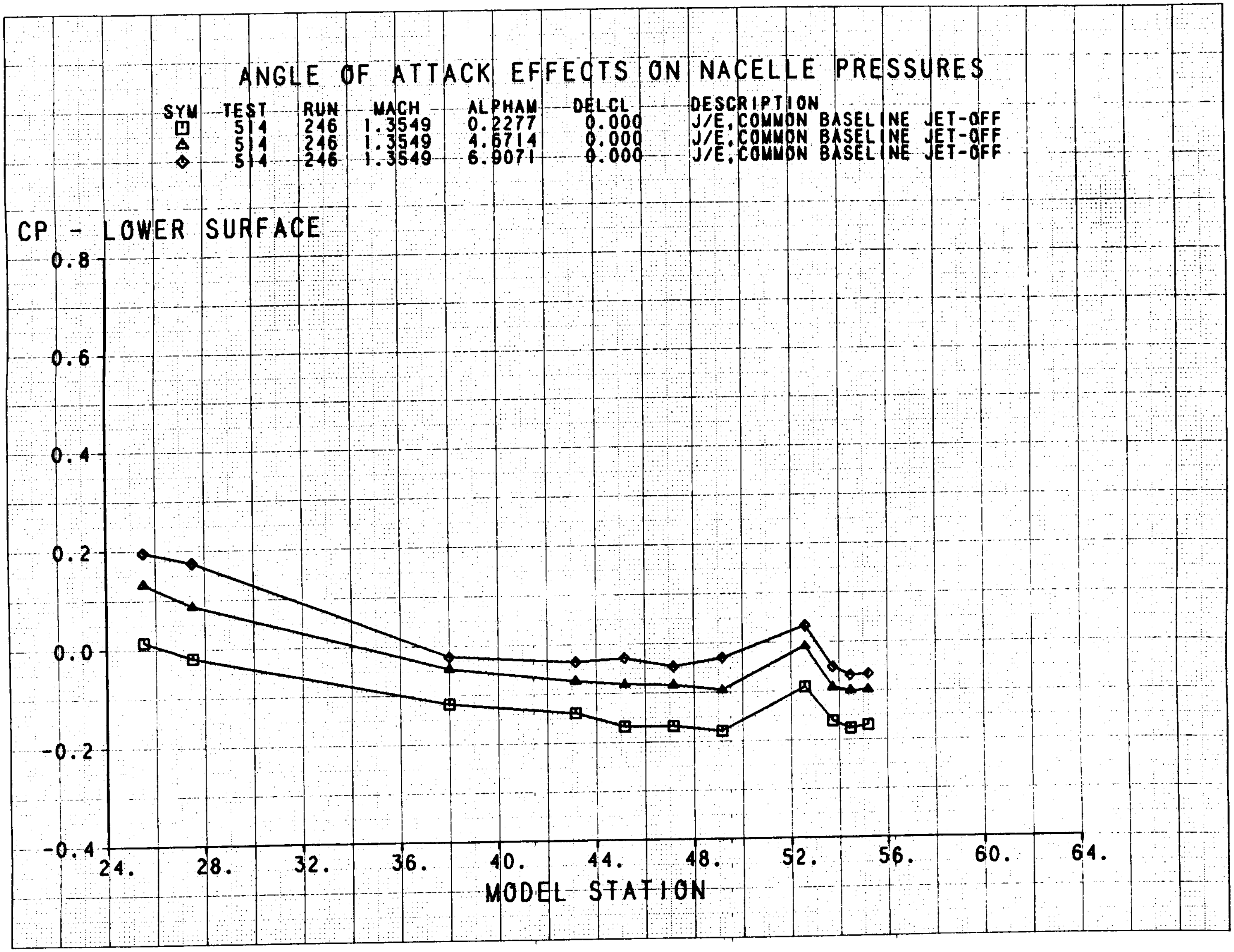
514 245 1.1770 4.8044 0.000 J/E,COMMON BASELINE JET-OFF
514 245 1.1770 6.9227 0.000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

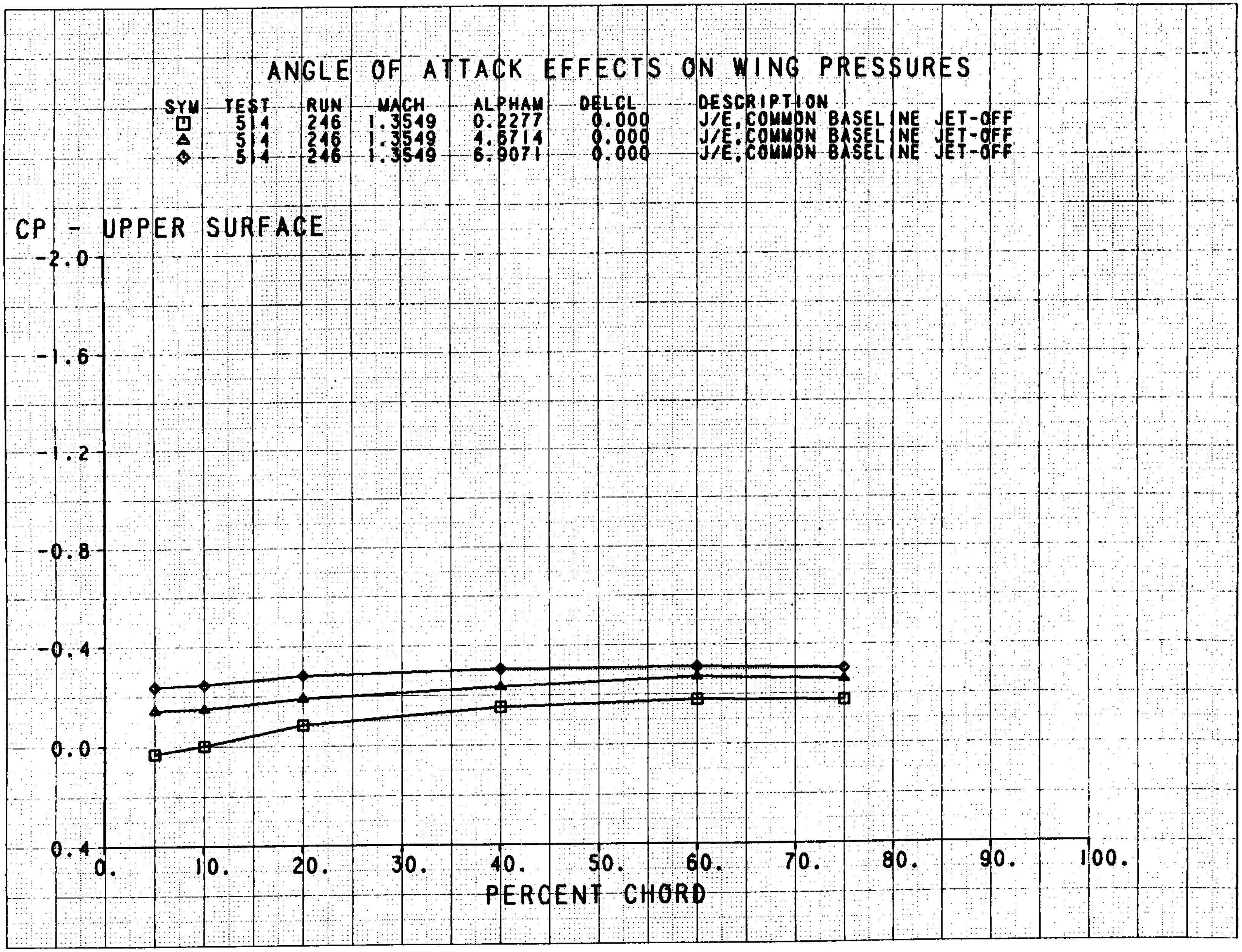

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 245 1.1770 0.3620 0.000 J/E,COMMON BASELINE JET-OFF
△ 514 245 1.1770 4.8044 0.000 J/E,COMMON BASELINE JET-OFF
◇ 514 245 1.1770 6.9227 0.000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

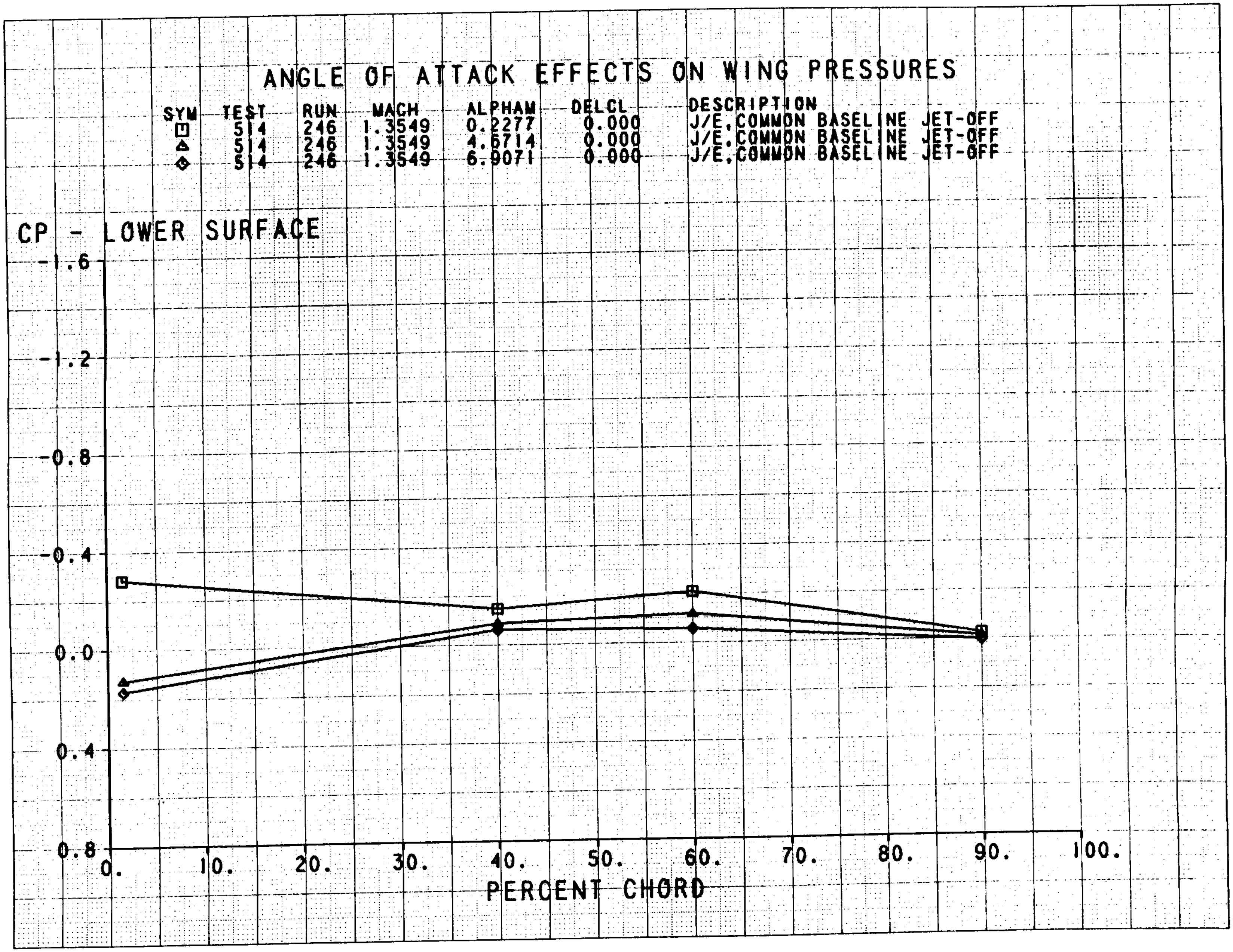

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 245 1.1770 0.3620 0.000 J/E.COMMON BASELINE JET-OFF
514 245 1.1770 4.8044 0.000 J/E.COMMON BASELINE JET-OFF
514 245 1.1770 6.9227 0.000 J/E.COMMON BASELINE JET-OFF
LOWER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

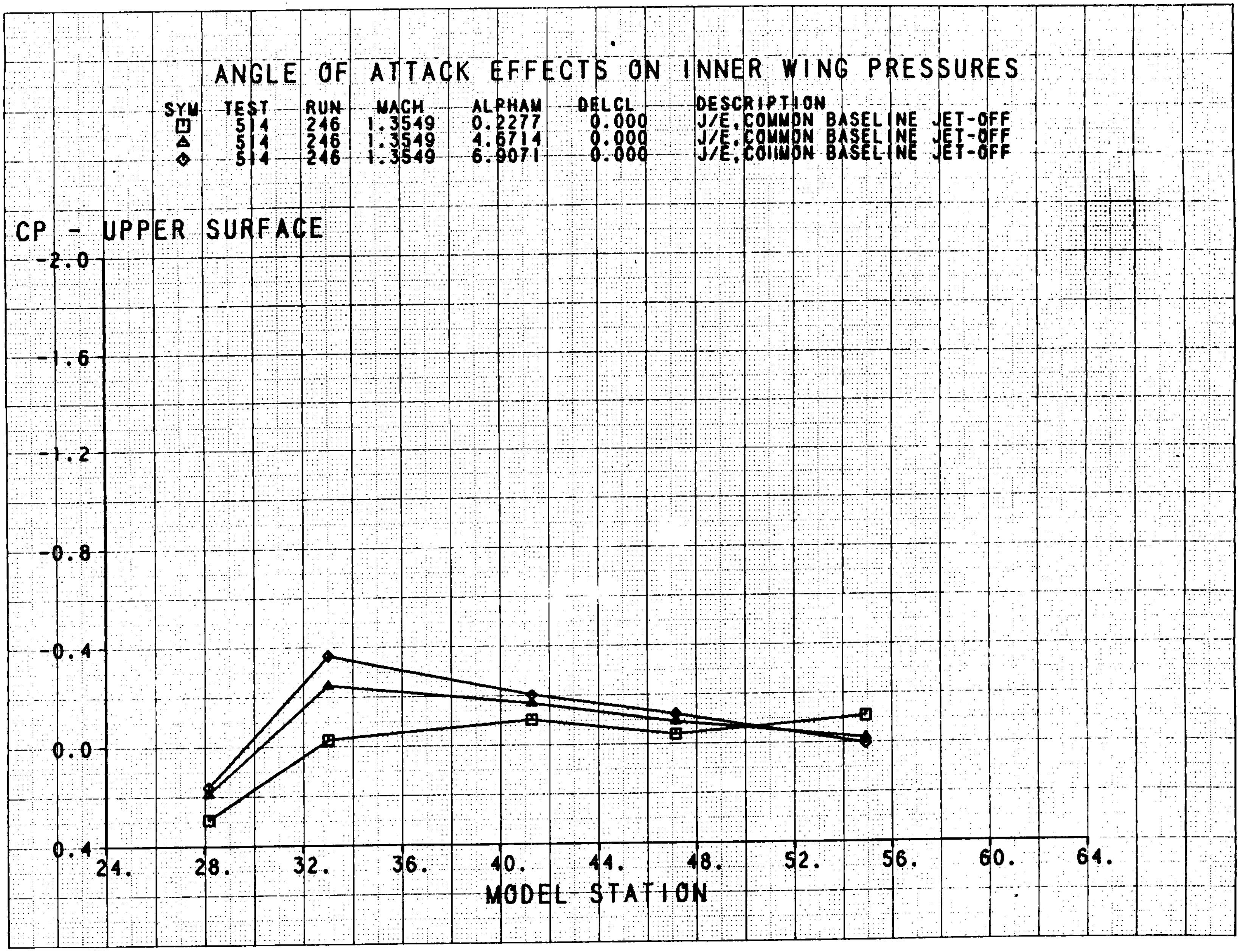


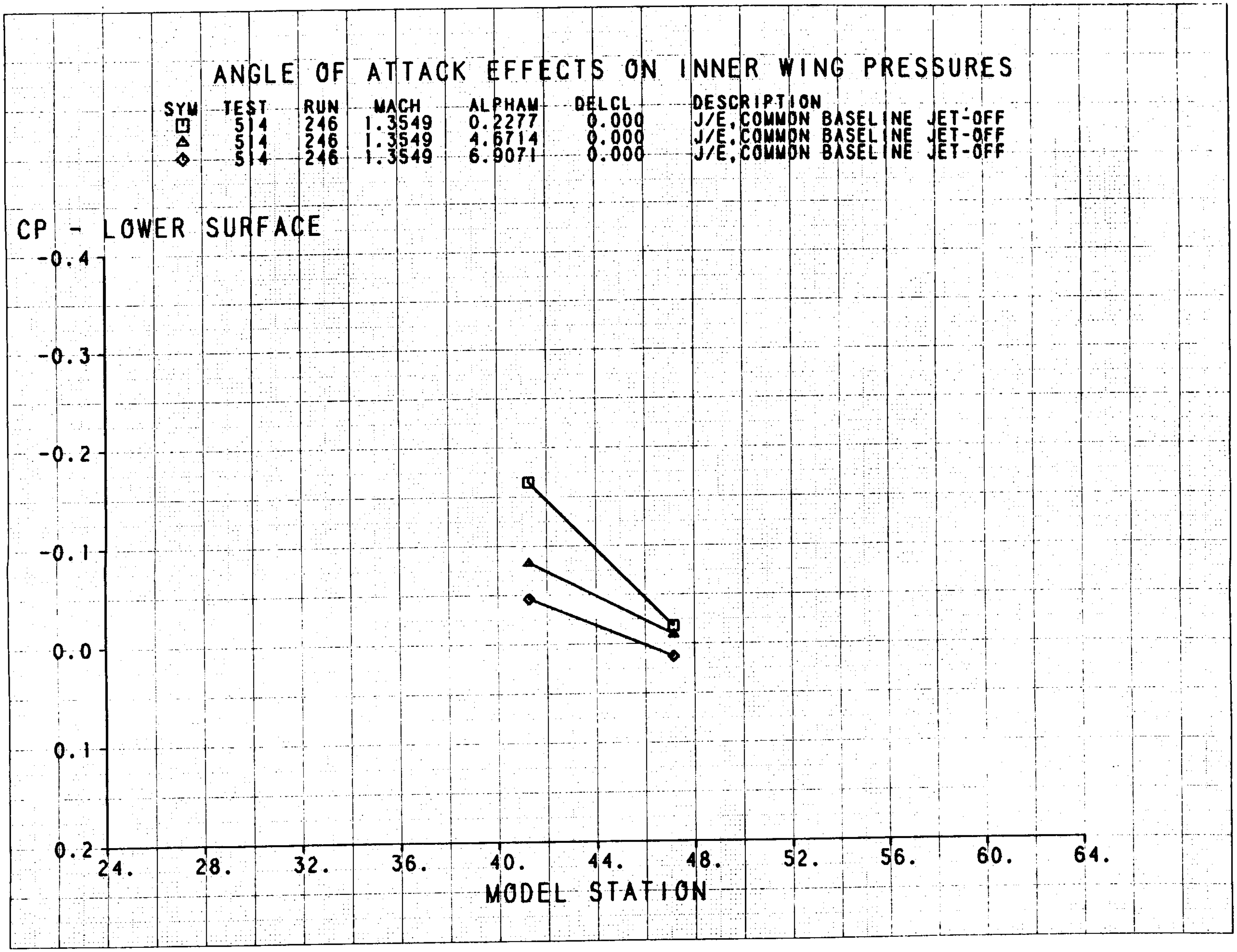
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 246 1.3549 0.2277 0.000 J/E,COMMON BASELINE JET-OFF
514 246 1.3549 4.6714 0.000 J/E,COMMON BASELINE JET-OFF
514 246 1.3549 6.9071 0.000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

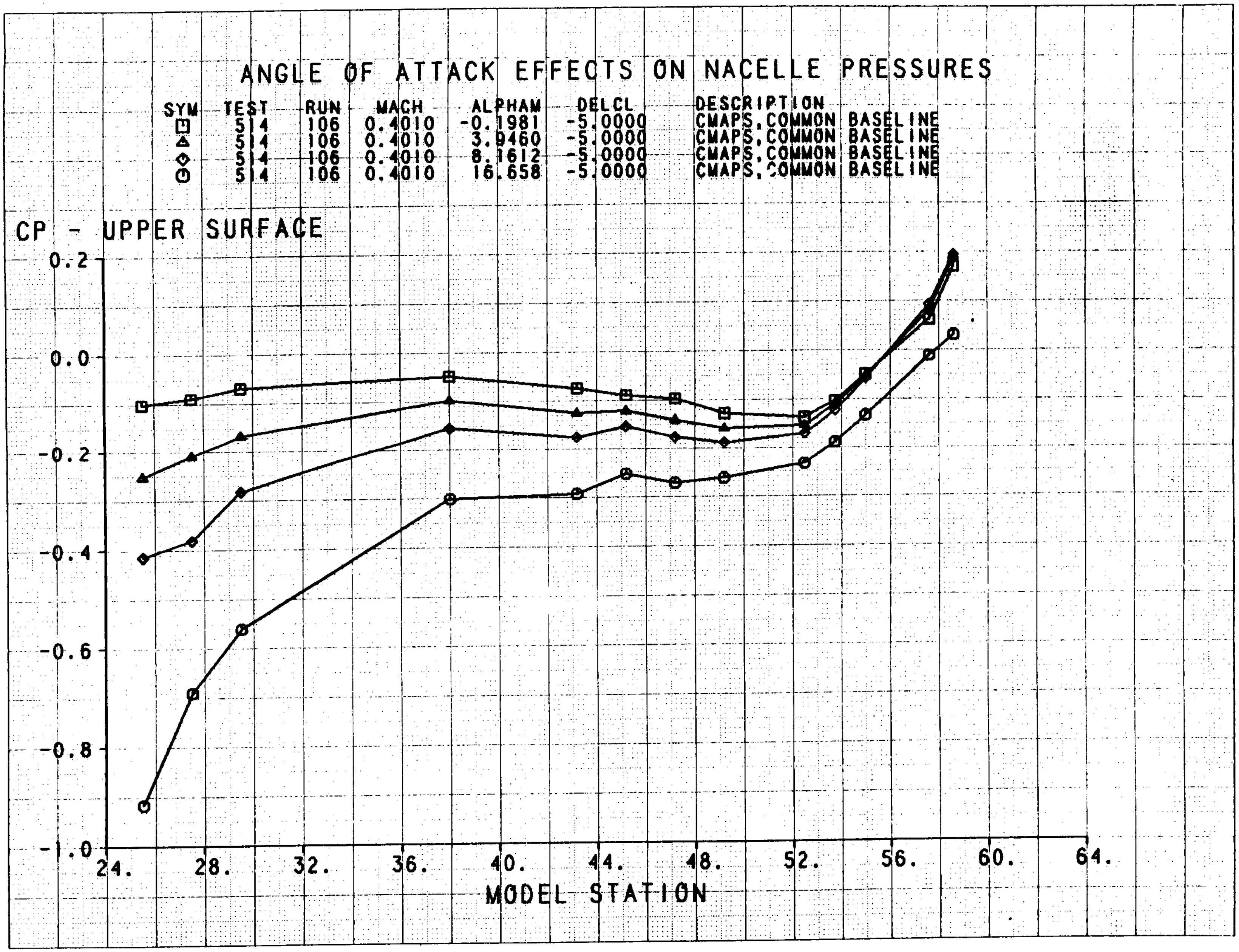

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 246 1.3549 0.2277 0.000 J/E,COMMON BASELINE JET-OFF
△ 514 246 1.3549 4.6714 0.000 J/E,COMMON BASELINE JET-OFF
◇ 514 246 1.3549 6.9071 0.000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 246 1.3549 0.2277 0.000 J/E,COMMON BASELINE JET-OFF
△ 514 246 1.3549 4.6714 0.000 J/E,COMMON BASELINE JET-OFF
◇ 514 246 1.3549 6.9071 0.000 J/E,COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

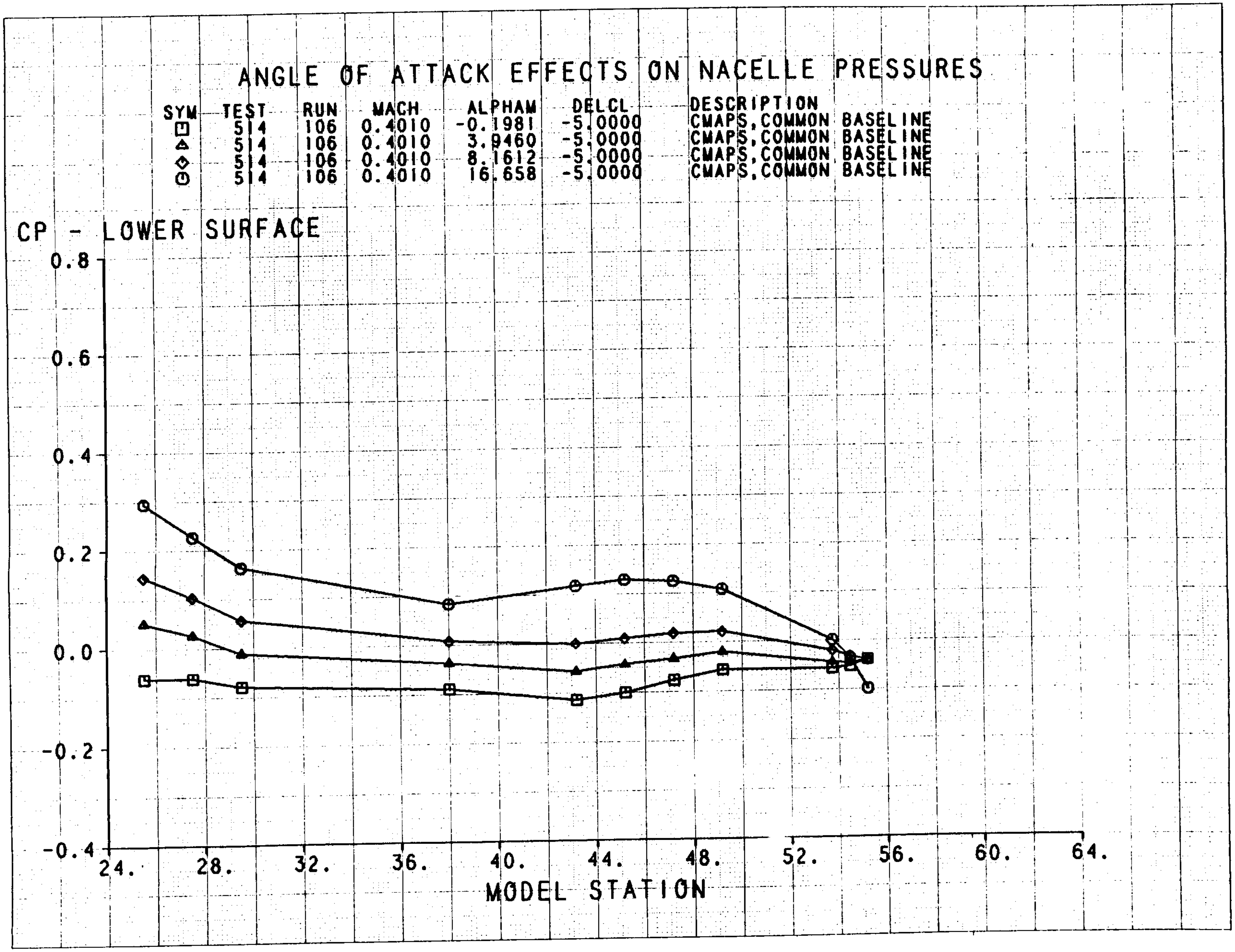

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 246 1.3549 0.2277 0.000 J/E,COMMON BASELINE JET-OFF
△ 514 246 1.3549 4.6714 0.000 J/E,COMMON BASELINE JET-OFF
◇ 514 246 1.3549 6.9071 0.000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 246 1.3549 0.2277 0.000 J/E.COMMON BASELINE JET-OFF
△ 514 246 1.3549 4.6714 0.000 J/E.COMMON BASELINE JET-OFF
◇ 514 246 1.3549 6.9071 0.000 J/E.COMMON BASELINE JET-OFF
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 246 1.3549 0.2277 0.000 J/E,COMMON BASELINE JET-OFF
△ 514 246 1.3549 4.6714 0.000 J/E,COMMON BASELINE JET-OFF
◇ 514 246 1.3549 6.9071 0.000 J/E,COMMON BASELINE JET-OFF
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 106 0.4010 -0.1981 -5.0000 CMAPS,COMMON BASELINE
△ 514 106 0.4010 3.9460 -5.0000 CMAPS,COMMON BASELINE
◇ 514 106 0.4010 8.1612 -5.0000 CMAPS,COMMON BASELINE
○ 514 106 0.4010 16.658 -5.0000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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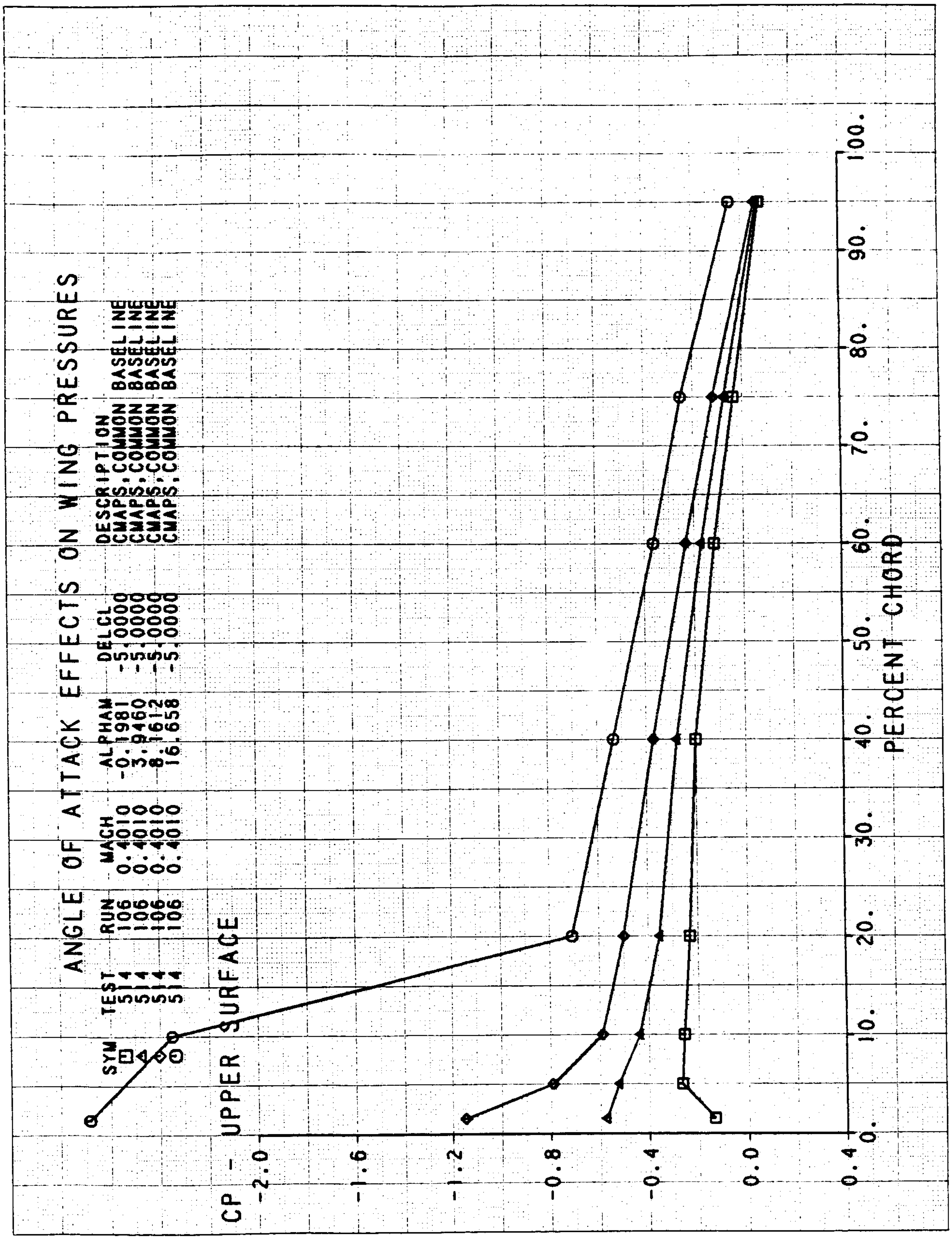
△ 514 106 0.4010 3.9460 -5.0000 CMAPS,COMMON BASELINE
◇ 514 106 0.4010 8.1612 -5.0000 CMAPS,COMMON BASELINE
○ 514 106 0.4010 16.658 -5.0000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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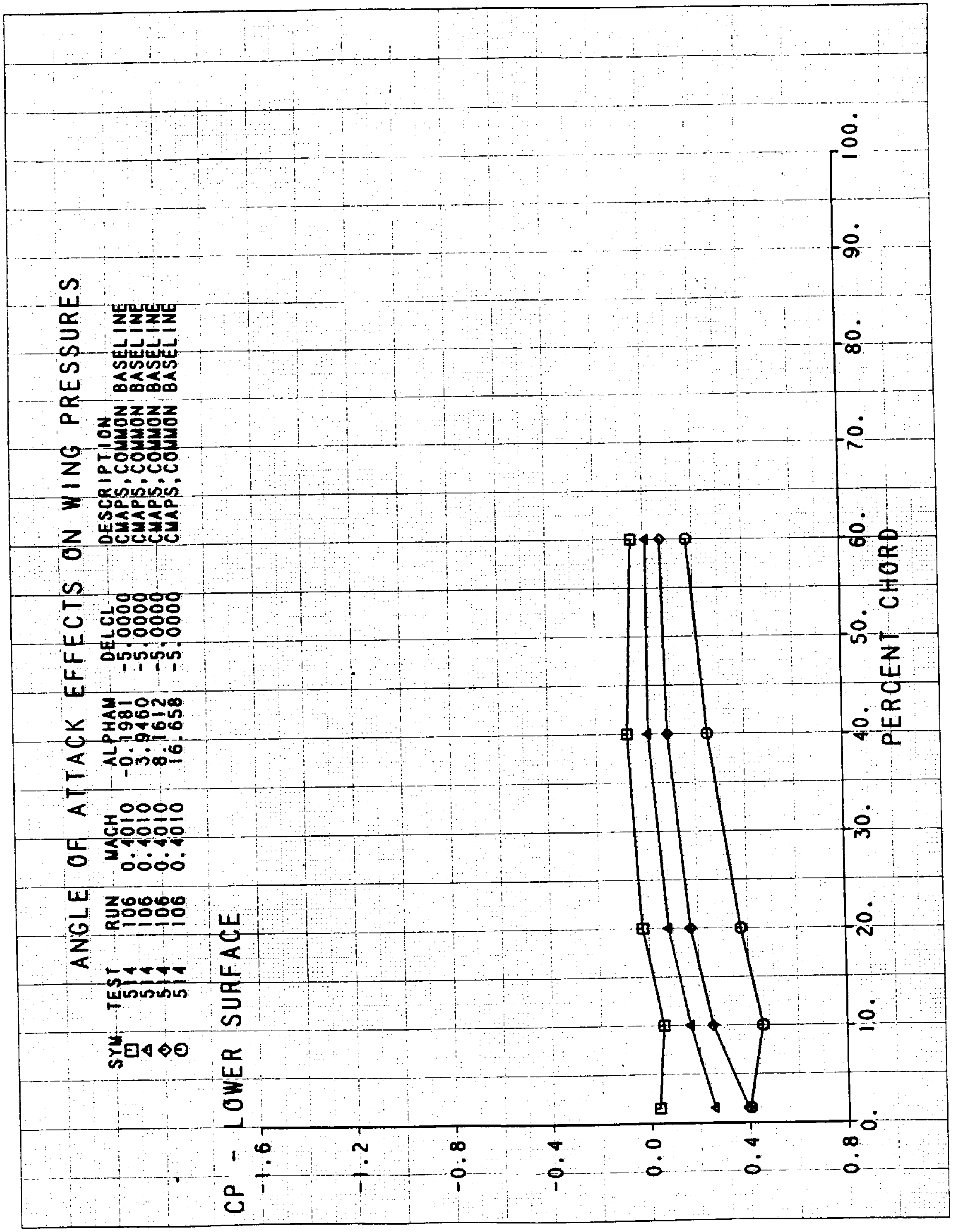
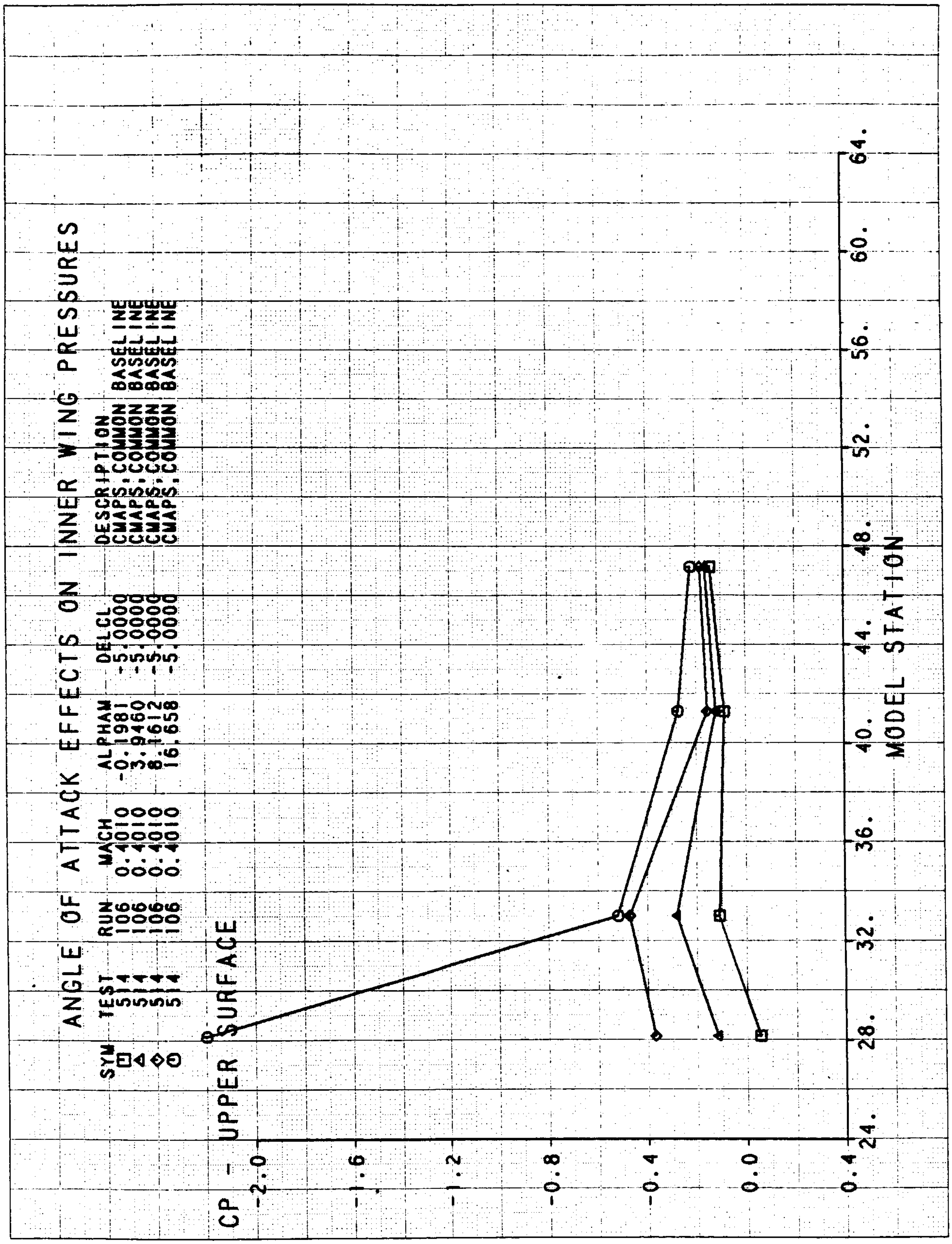
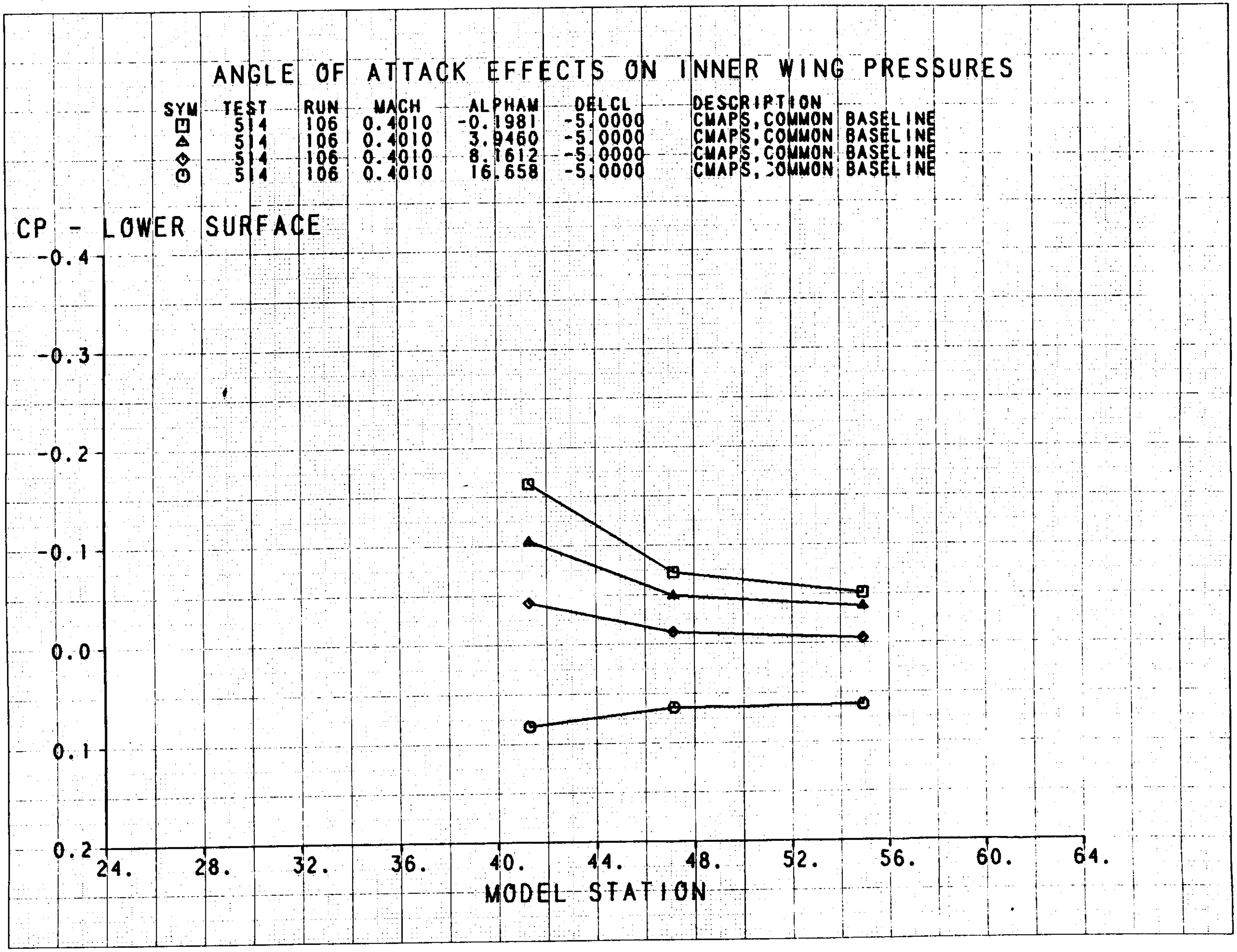
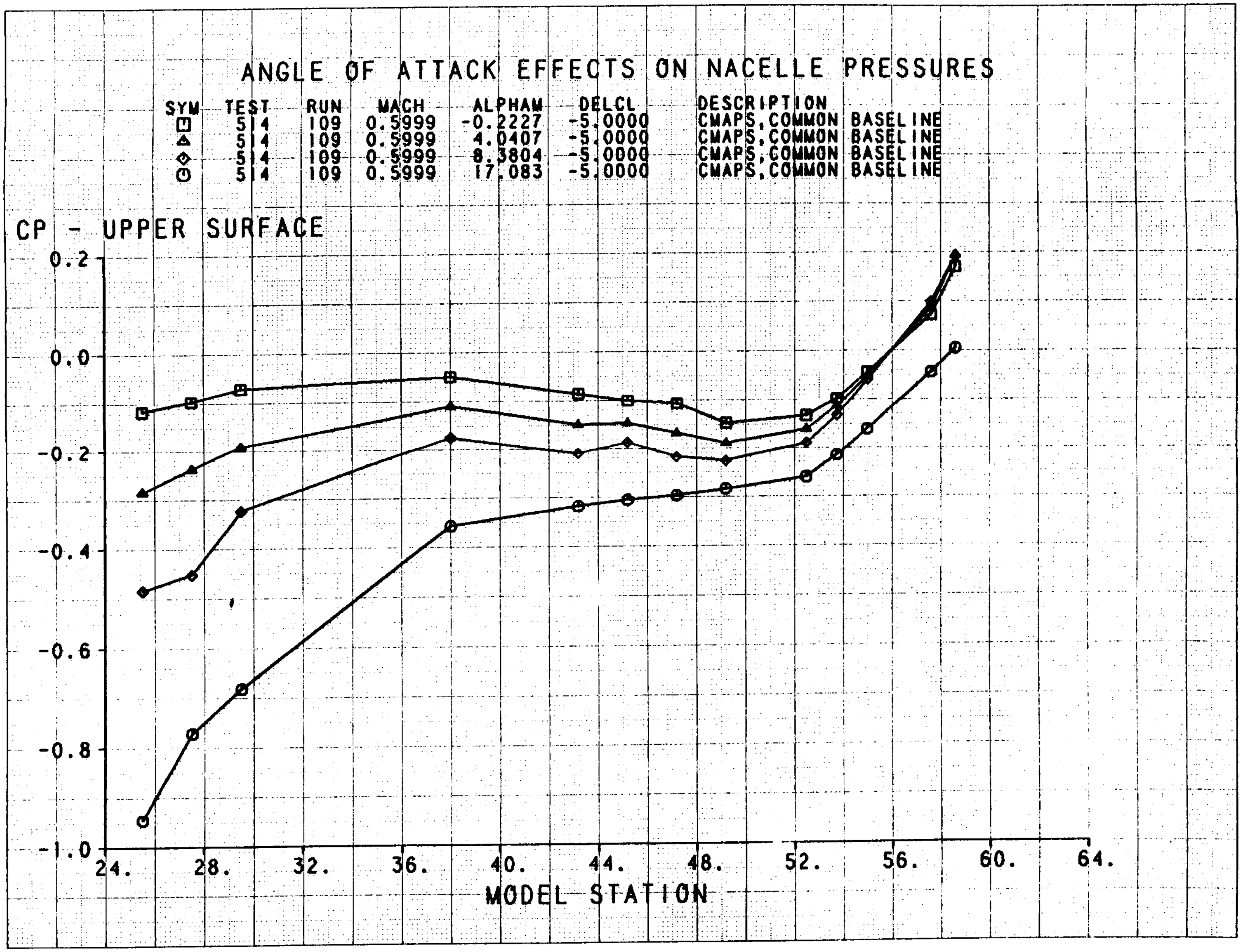
514 106 0.4010 3.9460 -5.0000 CMAPS,COMMON BASELINE
514 106 0.4010 8.1612 -5.0000 CMAPS,COMMON BASELINE
514 106 0.4010 16.658 -5.0000 CMAPS,COMMON BASELINE
UPPER SURFACE
CP
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

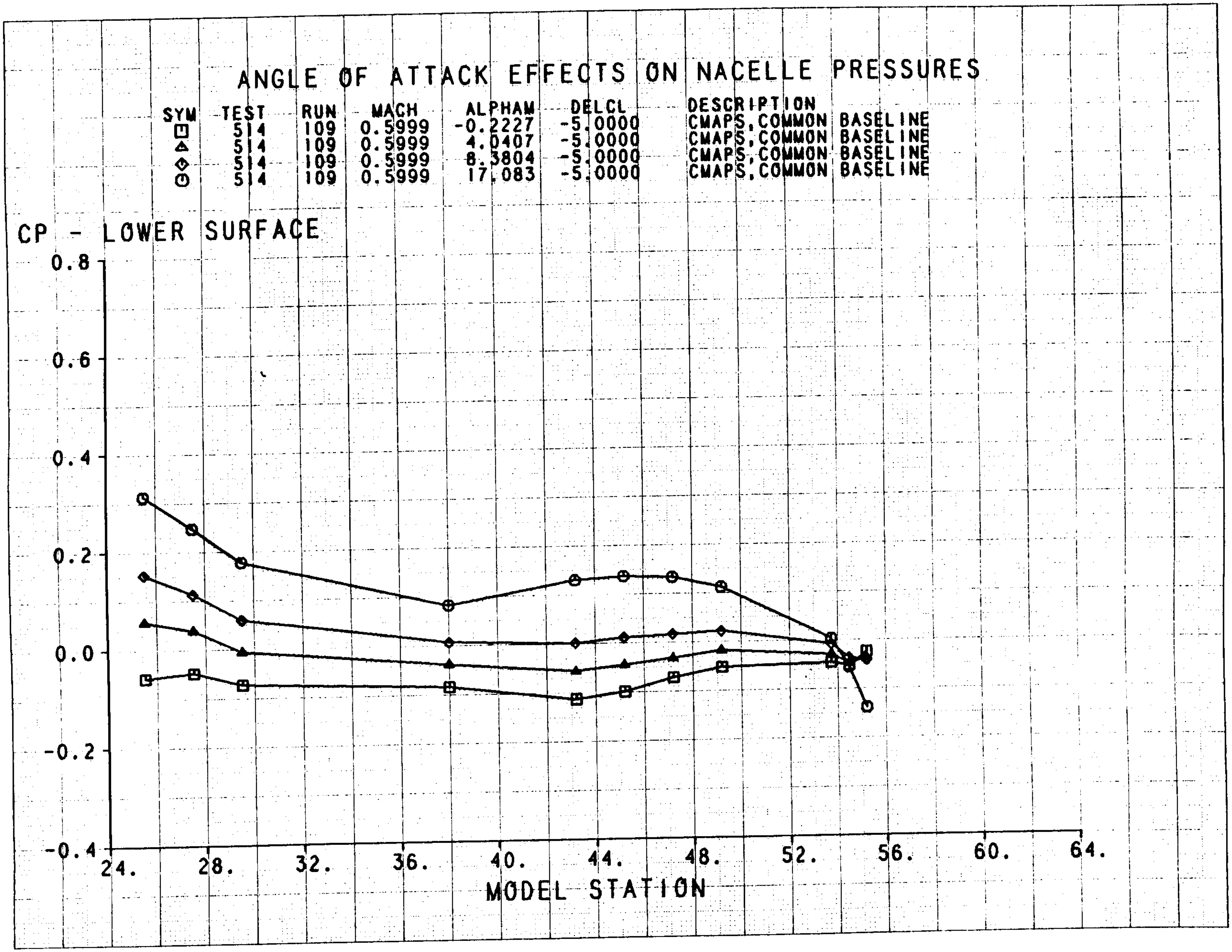


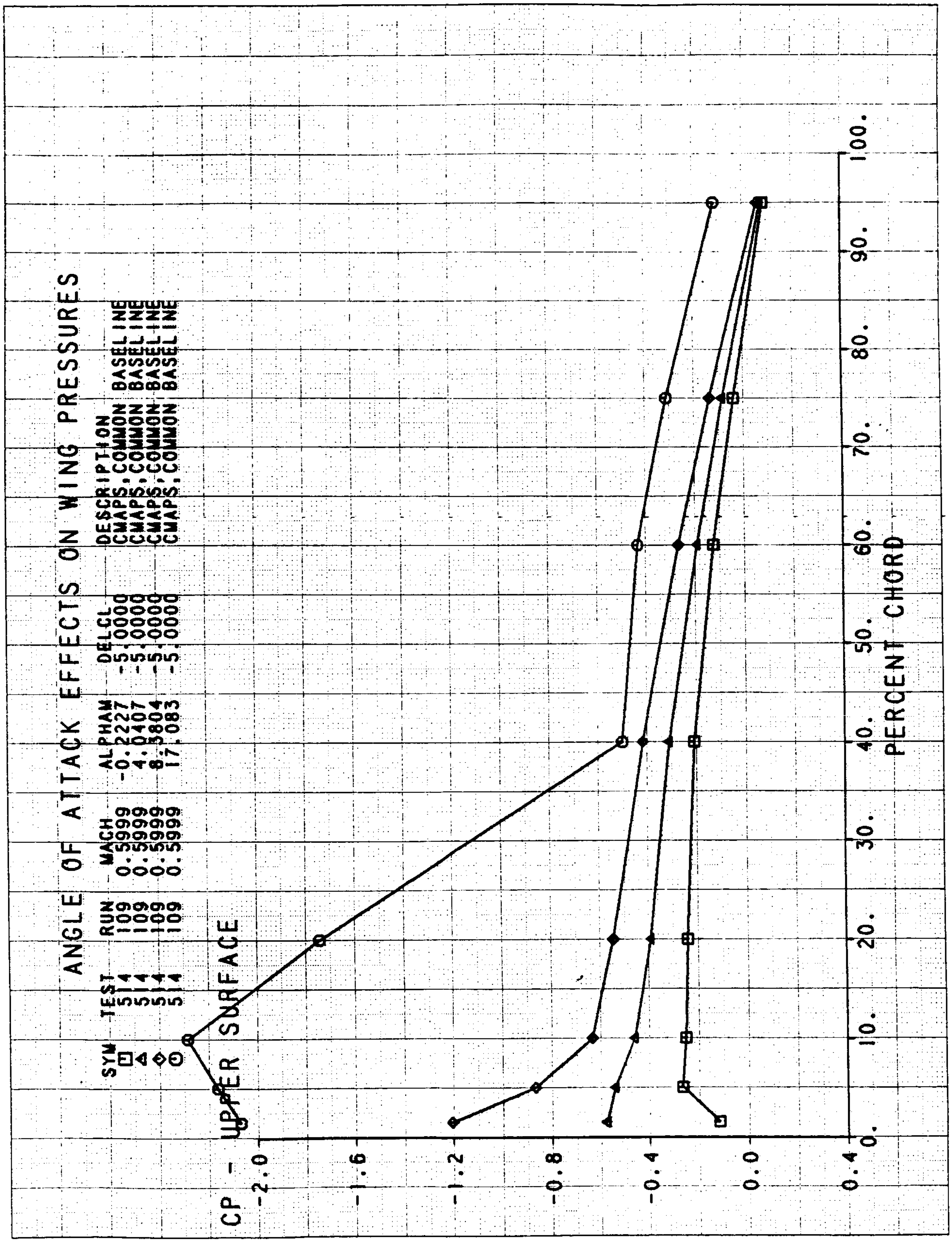
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 106 0.4010 -0.1981 -5.0000 CMAPS,COMMON BASELINE
514 106 0.4010 3.9460 -5.0000 CMAPS,COMMON BASELINE
514 106 0.4010 8.1612 -5.0000 CMAPS,COMMON BASELINE
514 106 0.4010 16.658 -5.0000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 106 0.4010 -0.1981 -5.0000 CMAPS, COMMON BASELINE
△ 514 106 0.4010 3.9460 -5.0000 CMAPS, COMMON BASELINE
◇ 514 106 0.4010 8.1612 -5.0000 CMAPS, COMMON BASELINE
○ 514 106 0.4010 16.658 -5.0000 CMAPS, COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

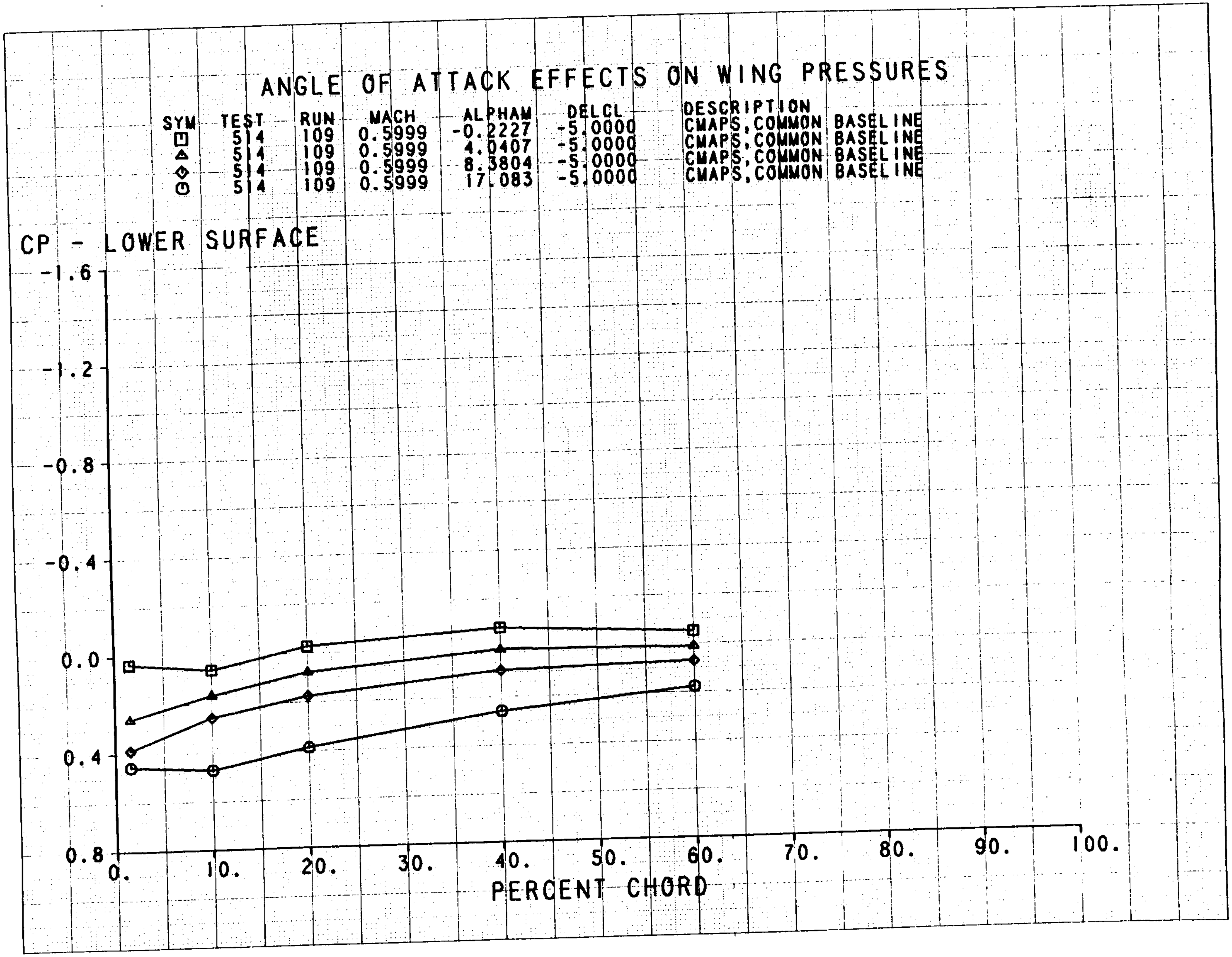

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 106 0.4010 -0.1981 -5.0000 CMAPS,COMMON BASELINE
△ 514 106 0.4010 3.9460 -5.0000 CMAPS,COMMON BASELINE
◇ 514 106 0.4010 8.1612 -5.0000 CMAPS,COMMON BASELINE
⊙ 514 106 0.4010 16.658 -5.0000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

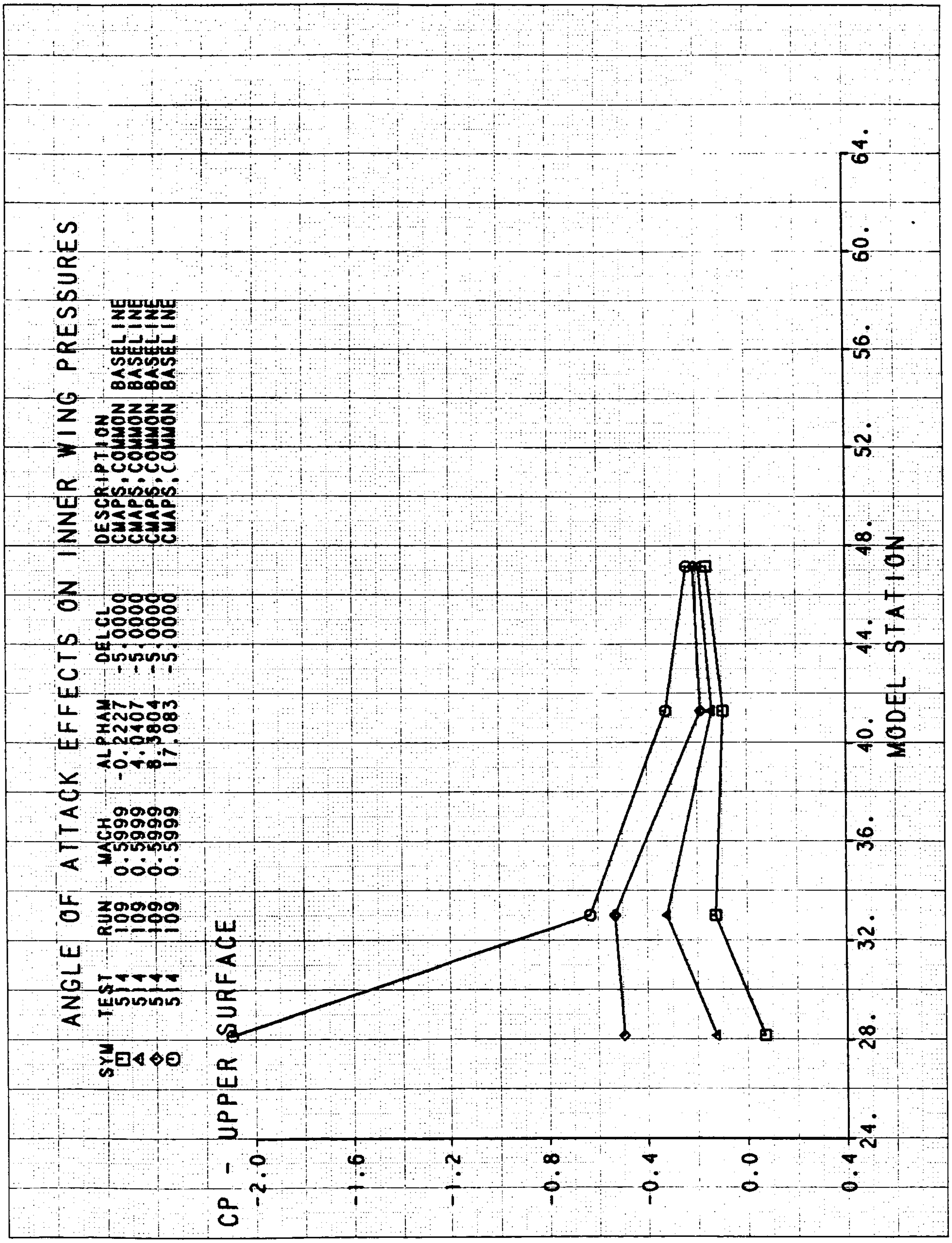

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 109 0.5999 -0.2227 -5.0000 CMAPS,COMMON BASELINE
△ 514 109 0.5999 4.0407 -5.0000 CMAPS,COMMON BASELINE
◇ 514 109 0.5999 8.3804 -5.0000 CMAPS,COMMON BASELINE
○ 514 109 0.5999 17.083 -5.0000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

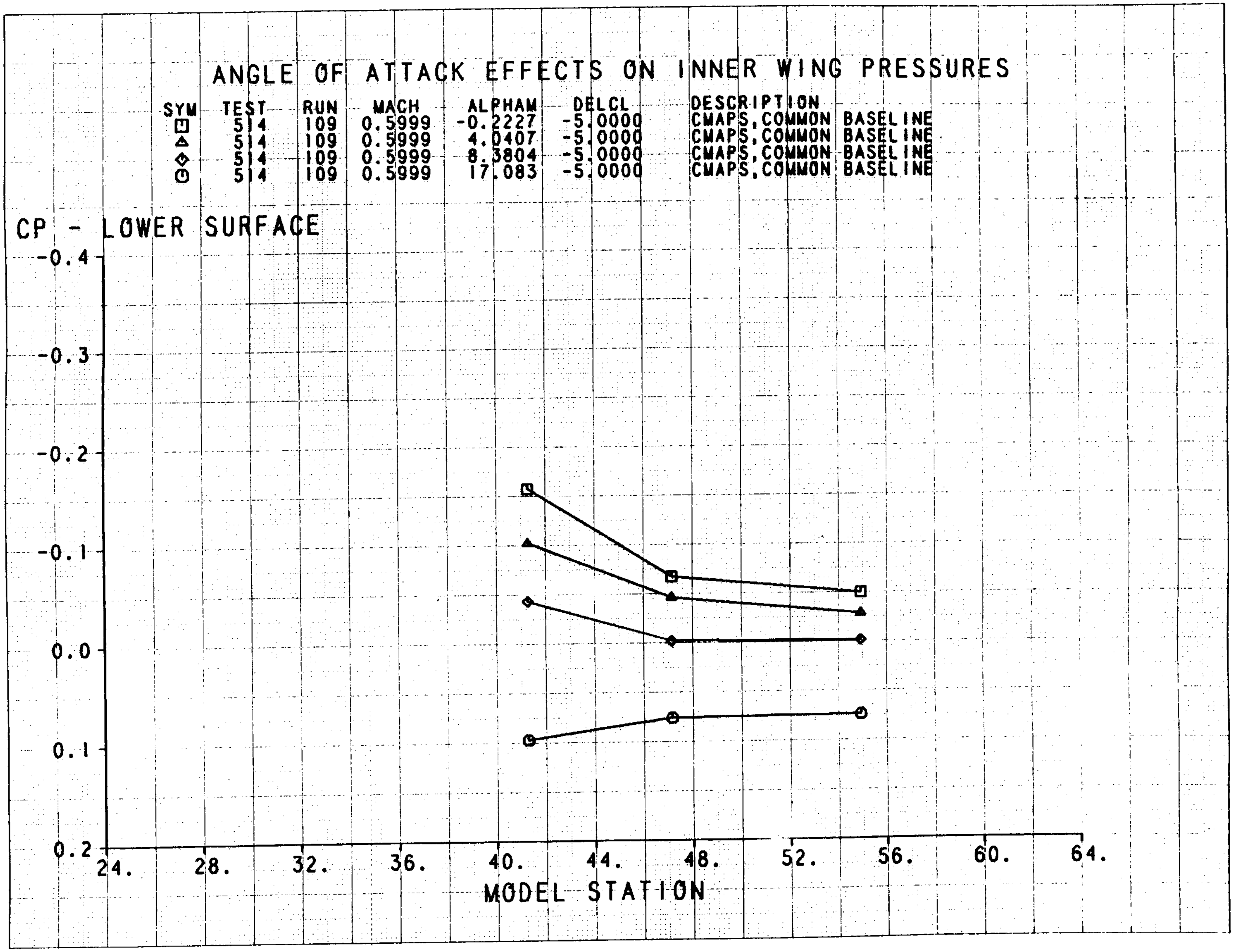

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 109 0.5999 -0.2227 -5.0000 CMAPS,COMMON BASELINE
△ 514 109 0.5999 4.0407 -5.0000 CMAPS,COMMON BASELINE
◇ 514 109 0.5999 8.3804 -5.0000 CMAPS,COMMON BASELINE
○ 514 109 0.5999 17.083 -5.0000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

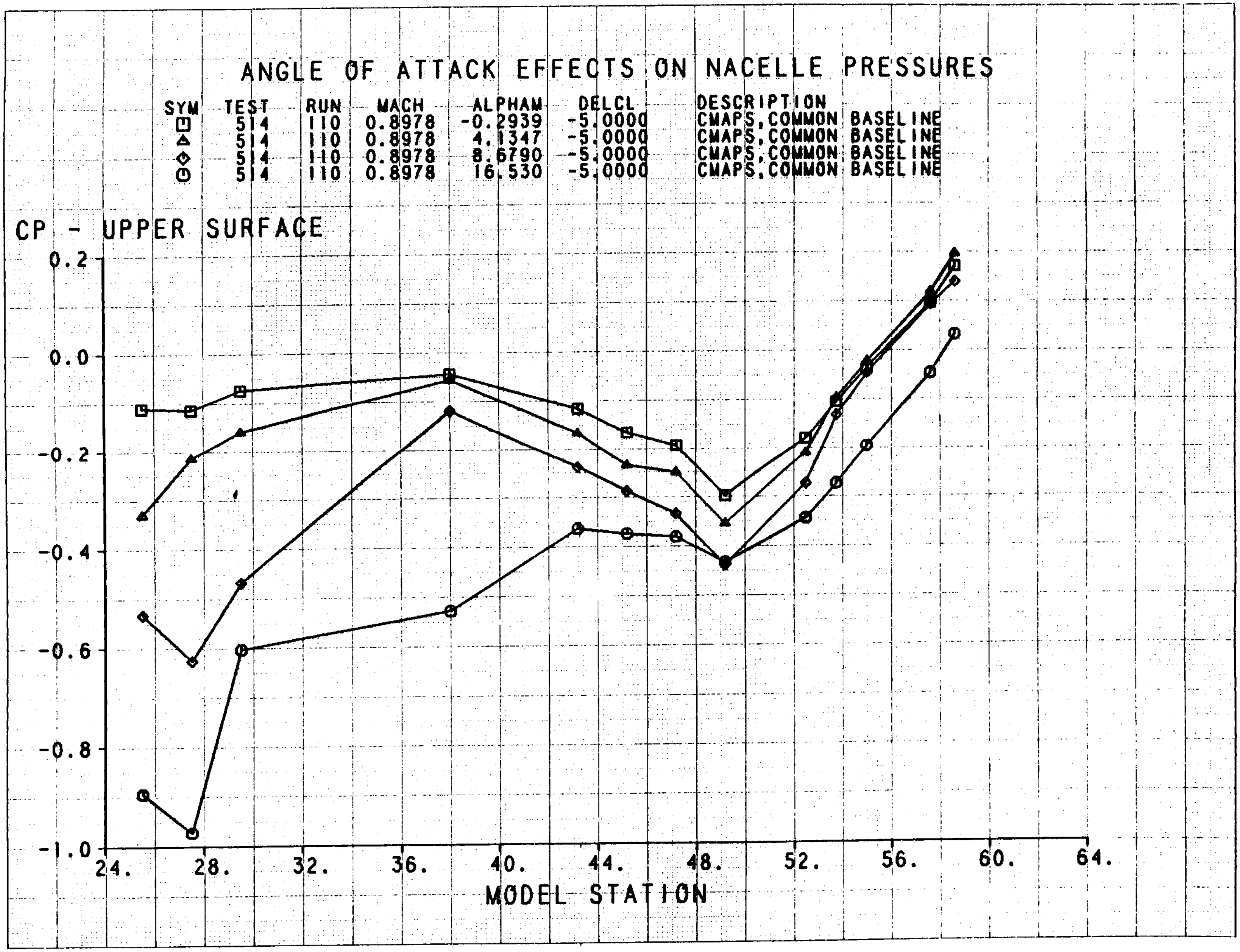


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 109 0.5999 -0.2227 -5.0000 CMAPS,COMMON BASELINE
△ 514 109 0.5999 4.0407 -5.0000 CMAPS,COMMON BASELINE
◇ 514 109 0.5999 8.3804 -5.0000 CMAPS,COMMON BASELINE
○ 514 109 0.5999 17.083 -5.0000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 109 0.5999 -0.2227 -5.0000 CMAPS,COMMON BASELINE
△ 514 109 0.5999 4.0407 -5.0000 CMAPS,COMMON BASELINE
◇ 514 109 0.5999 8.3804 -5.0000 CMAPS,COMMON BASELINE
⊙ 514 109 0.5999 17.083 -5.0000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

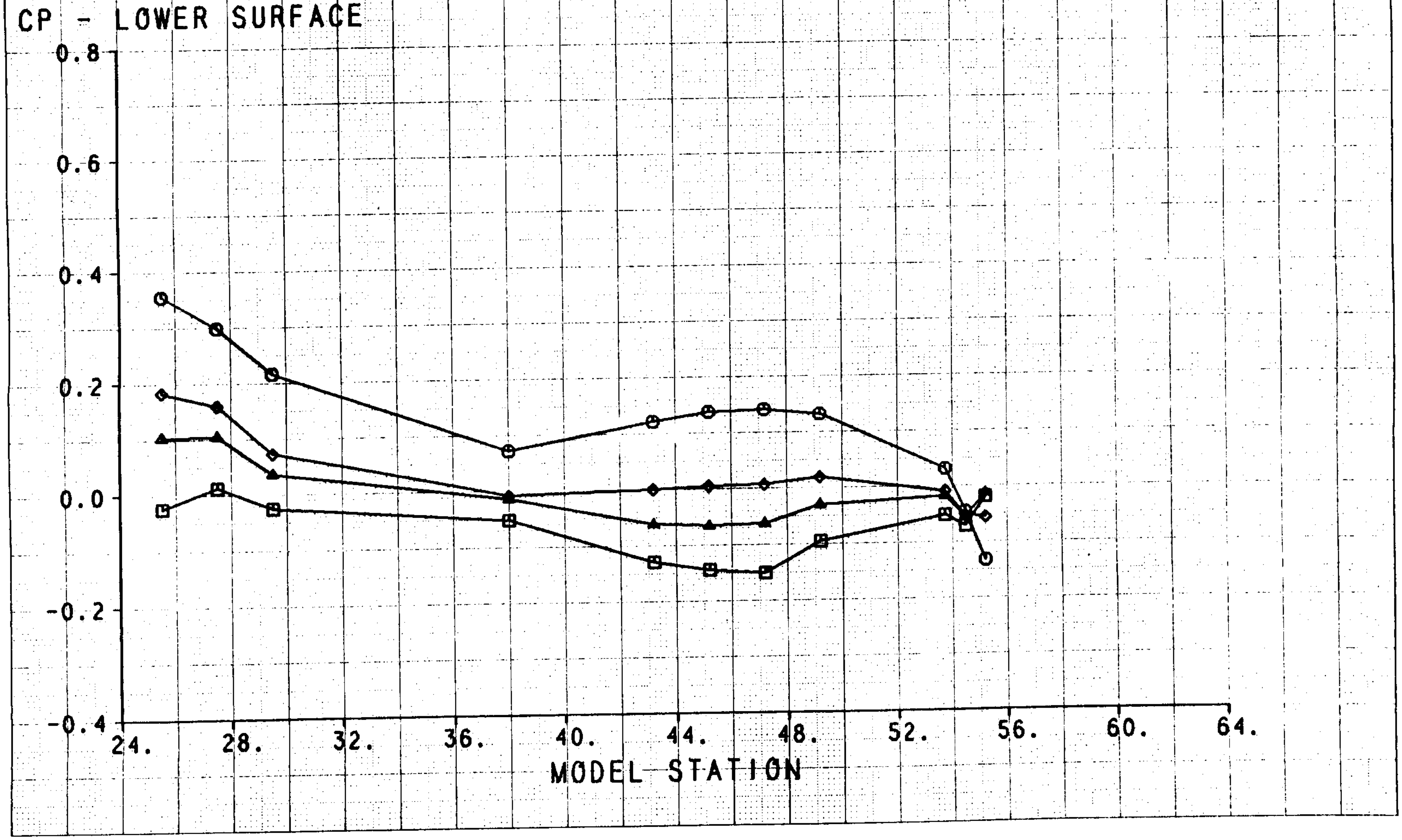

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 109 0.5999 -0.2227 -5.0000 CMAPS,COMMON BASELINE
△ 514 109 0.5999 4.0407 -5.0000 CMAPS,COMMON BASELINE
◇ 514 109 0.5999 8.3804 -5.0000 CMAPS,COMMON BASELINE
○ 514 109 0.5999 17.083 -5.0000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

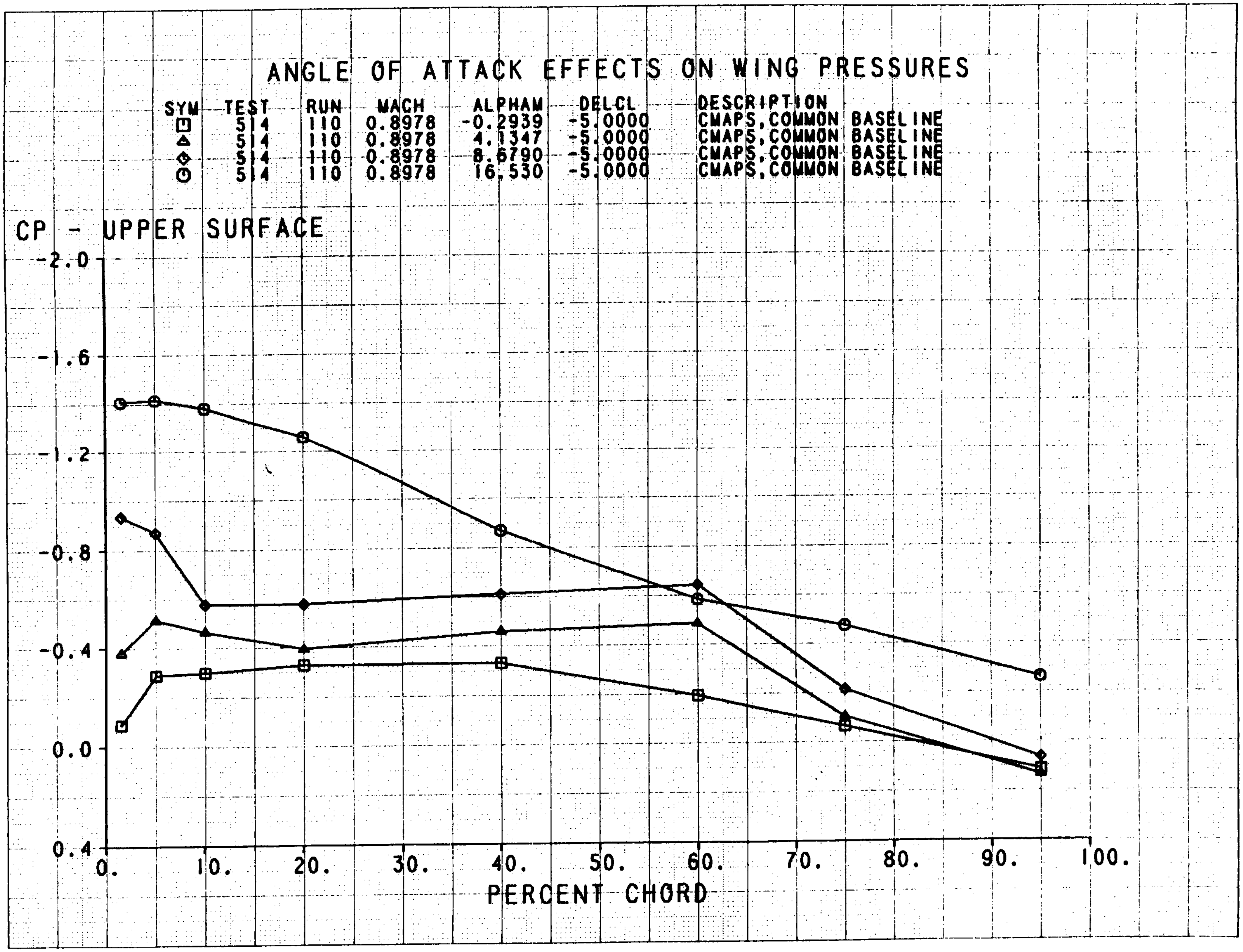

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 109 0.5999 -0.2227 -5.0000 CMAPS,COMMON BASELINE
△ 514 109 0.5999 4.0407 -5.0000 CMAPS,COMMON BASELINE
◇ 514 109 0.5999 8.3804 -5.0000 CMAPS,COMMON BASELINE
○ 514 109 0.5999 17.083 -5.0000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 110 0.8978 -0.2939 -5.0000 CMAPS,COMMON BASELINE
△ 514 110 0.8978 4.1347 -5.0000 CMAPS,COMMON BASELINE
◇ 514 110 0.8978 8.6790 -5.0000 CMAPS,COMMON BASELINE
○ 514 110 0.8978 16.530 -5.0000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

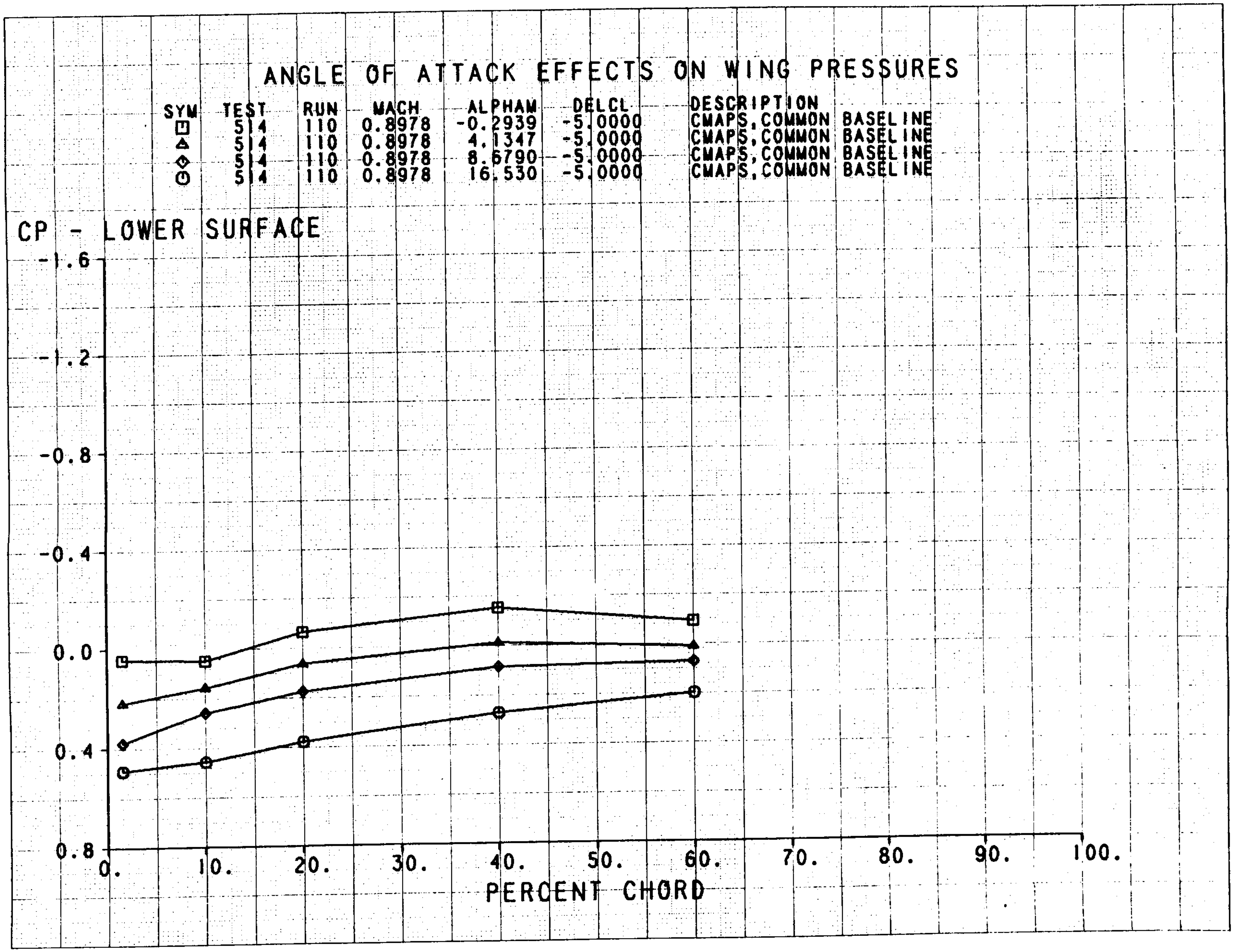
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES

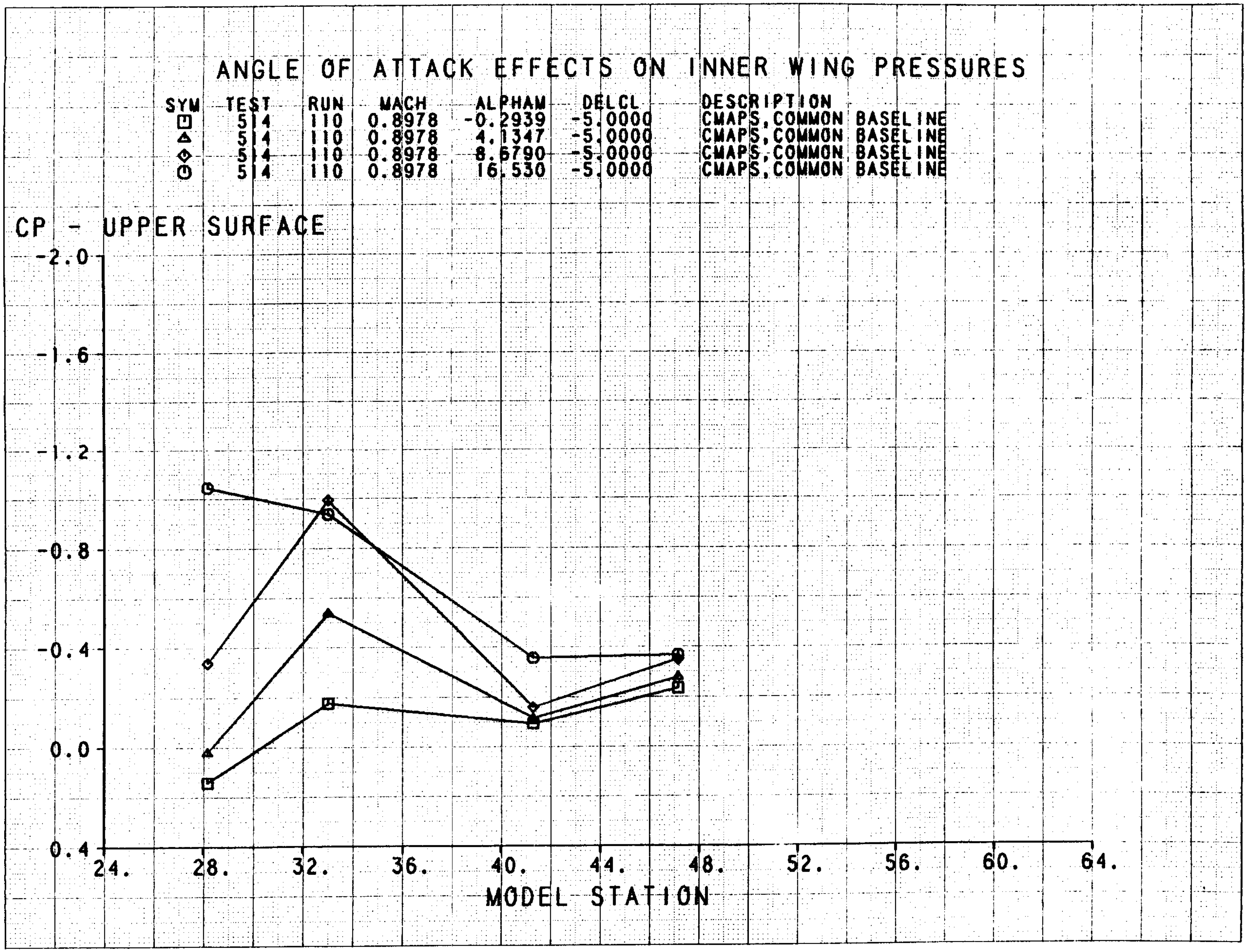
SYM	TEST	RUN	MACH	ALPHAM	DELCL	DESCRIPTION
□	514	110	0.8978	-0.2939	-5.0000	CMAPS, COMMON BASELINE
△	514	110	0.8978	4.1347	-5.0000	CMAPS, COMMON BASELINE
◇	514	110	0.8978	8.6790	-5.0000	CMAPS, COMMON BASELINE
○	514	110	0.8978	16.530	-5.0000	CMAPS, COMMON BASELINE

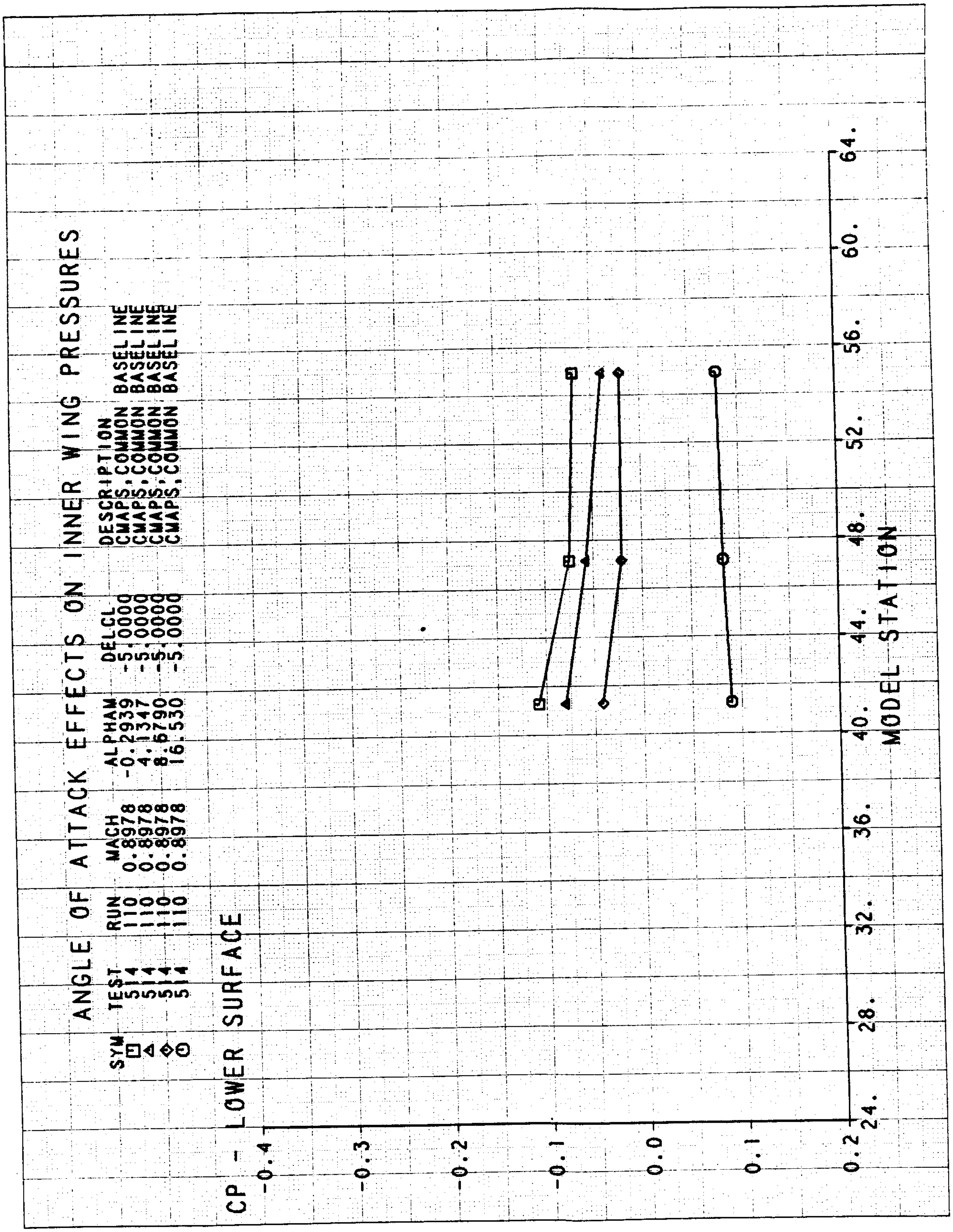


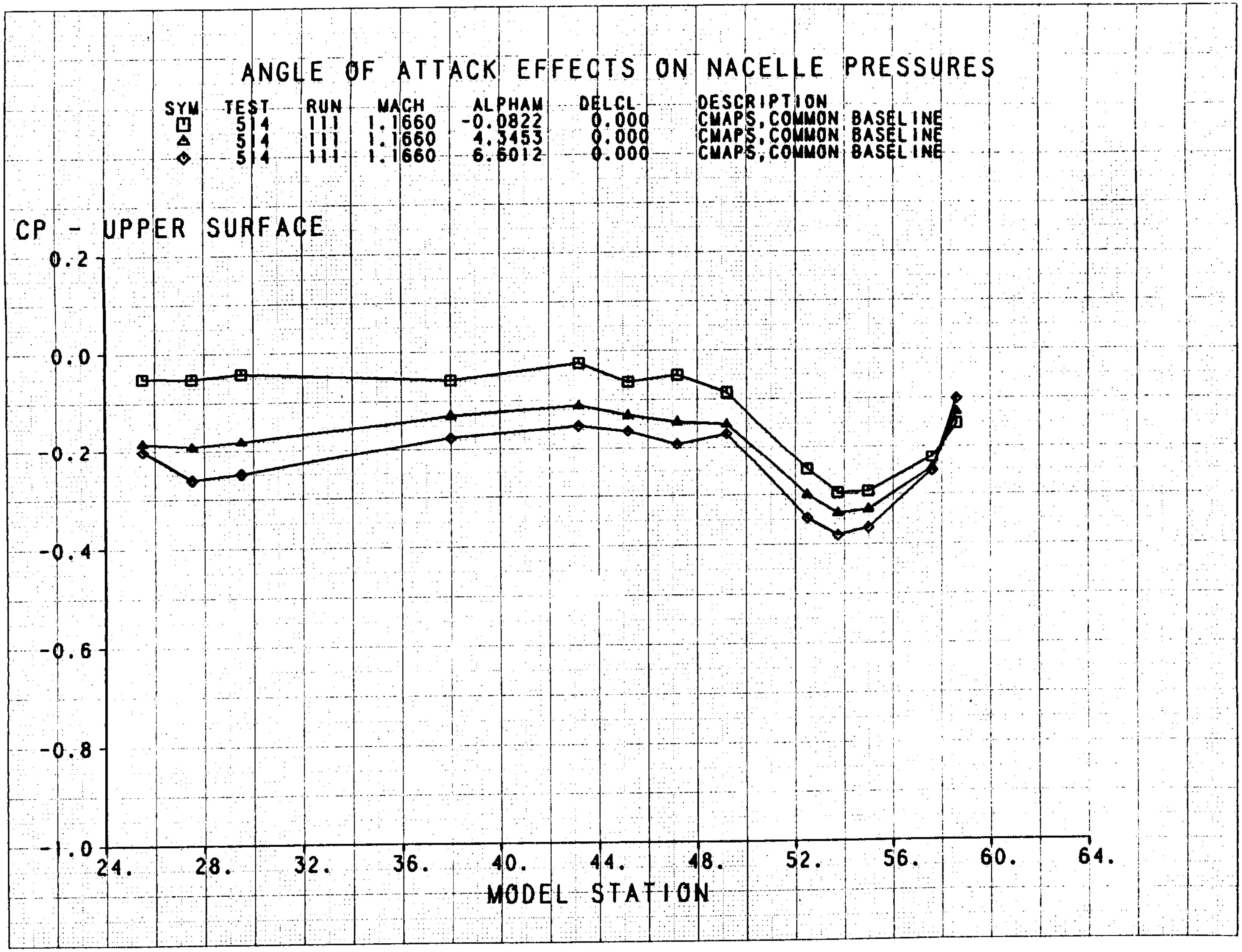


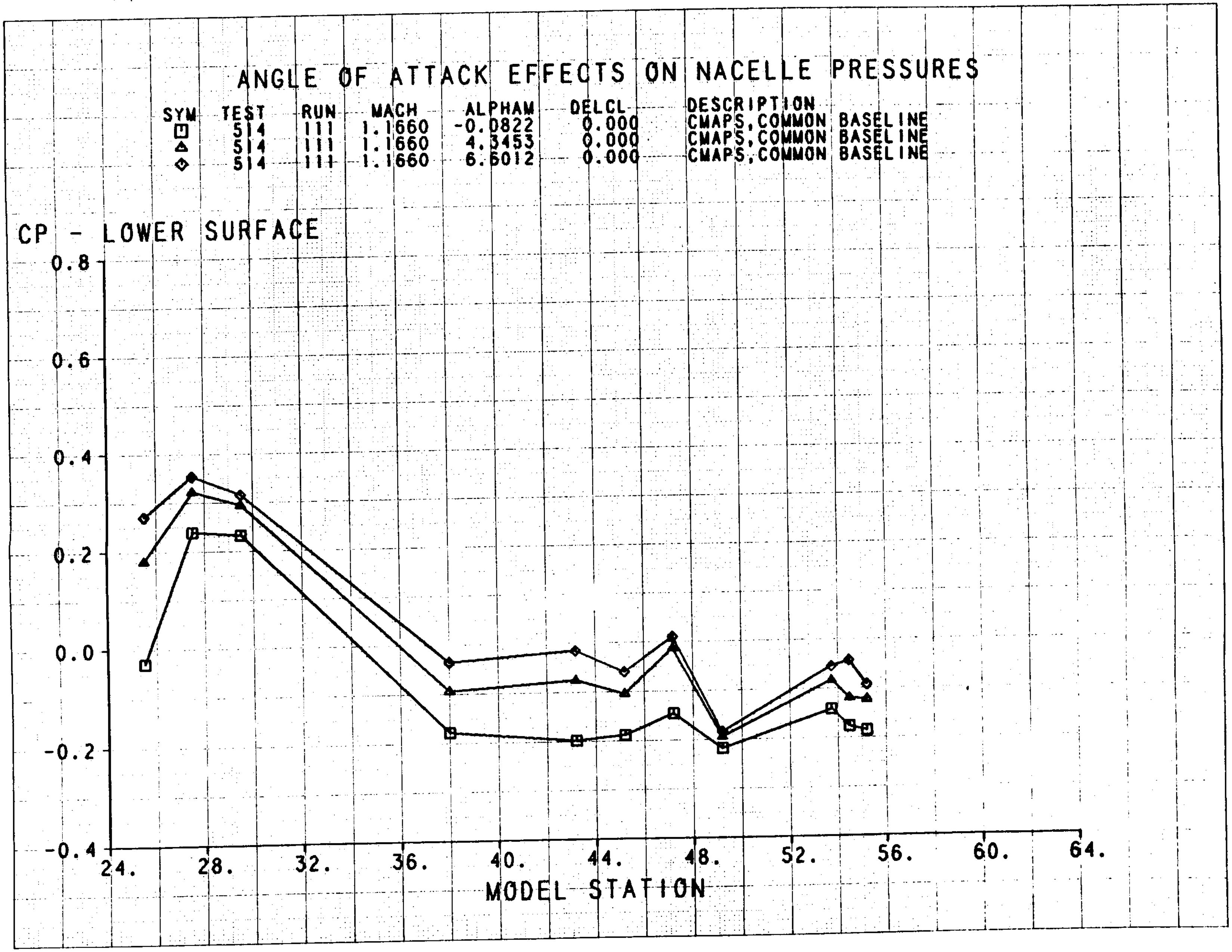
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 110 0.8978 -0.2939 -5.0000 CMAPS,COMMON BASELINE
514 110 0.8978 4.1347 -5.0000 CMAPS,COMMON BASELINE
514 110 0.8978 8.6790 -5.0000 CMAPS,COMMON BASELINE
514 110 0.8978 16.530 -5.0000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 110 0.8978 -0.2939 -5.0000 CMAPS,COMMON BASELINE
△ 514 110 0.8978 4.1347 -5.0000 CMAPS,COMMON BASELINE
◇ 514 110 0.8978 8.6790 -5.0000 CMAPS,COMMON BASELINE
⊙ 514 110 0.8978 16.530 -5.0000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

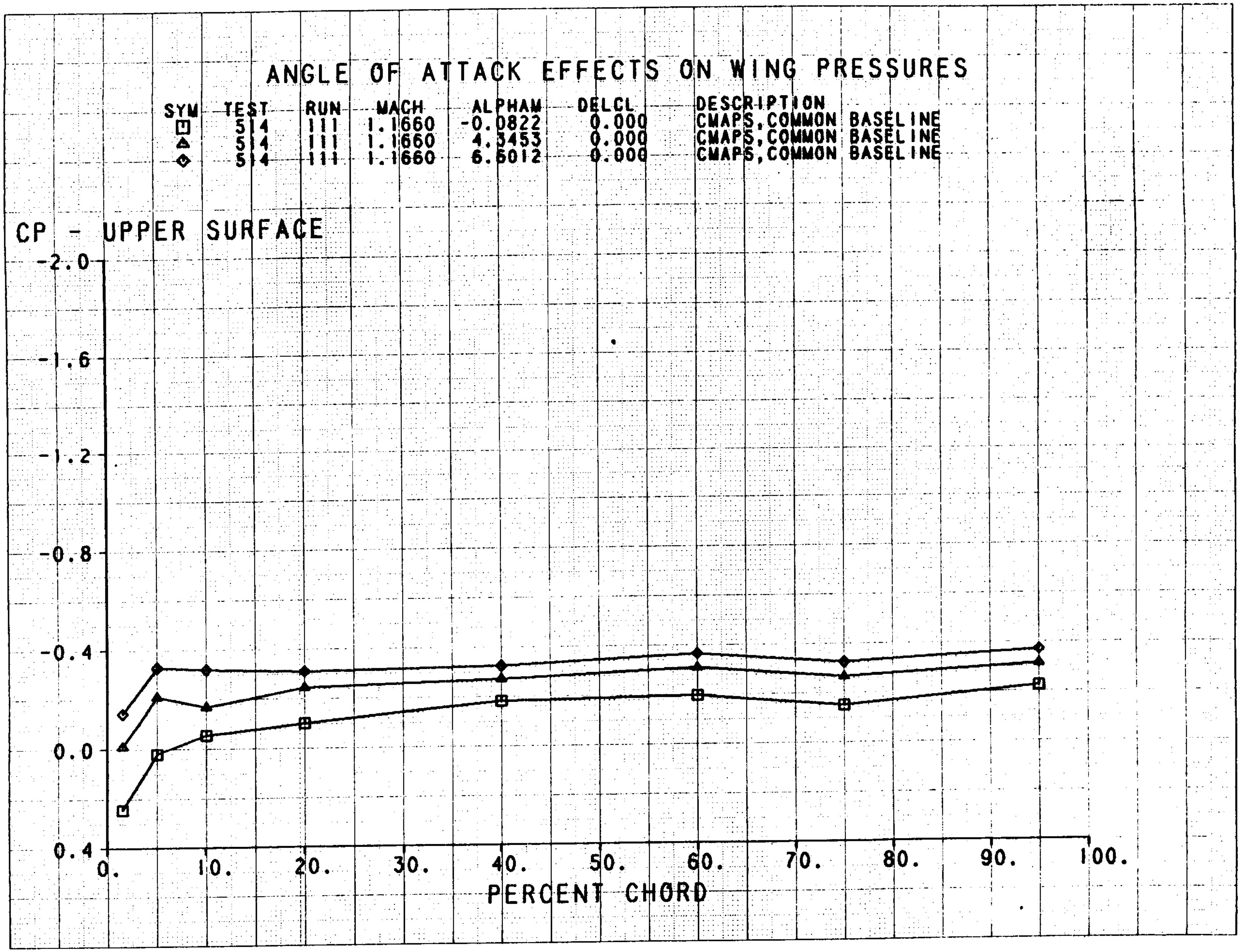

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 110 0.8978 -0.2939 -5.0000 CMAPS,COMMON BASELINE
514 110 0.8978 4.1347 -5.0000 CMAPS,COMMON BASELINE
514 110 0.8978 8.6790 -5.0000 CMAPS,COMMON BASELINE
514 110 0.8978 16.530 -5.0000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

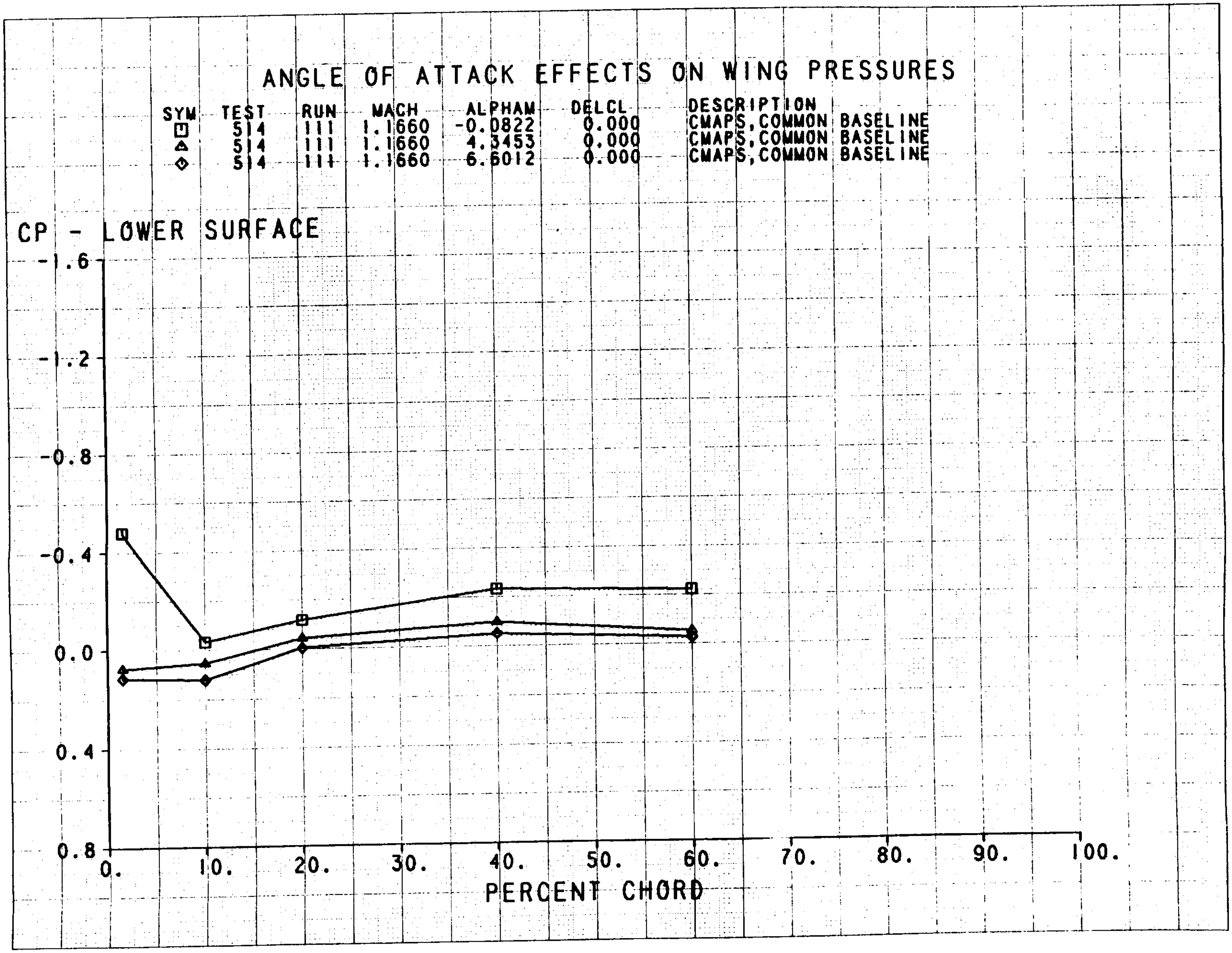

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 110 0.8978 -0.2939 -5.0000 CMAPS,COMMON BASELINE
△ 514 110 0.8978 4.1347 -5.0000 CMAPS,COMMON BASELINE
◇ 514 110 0.8978 8.5790 -5.0000 CMAPS,COMMON BASELINE
○ 514 110 0.8978 16.530 -5.0000 CMAPS,COMMON BASELINE
LOWER SURFACE
CP
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

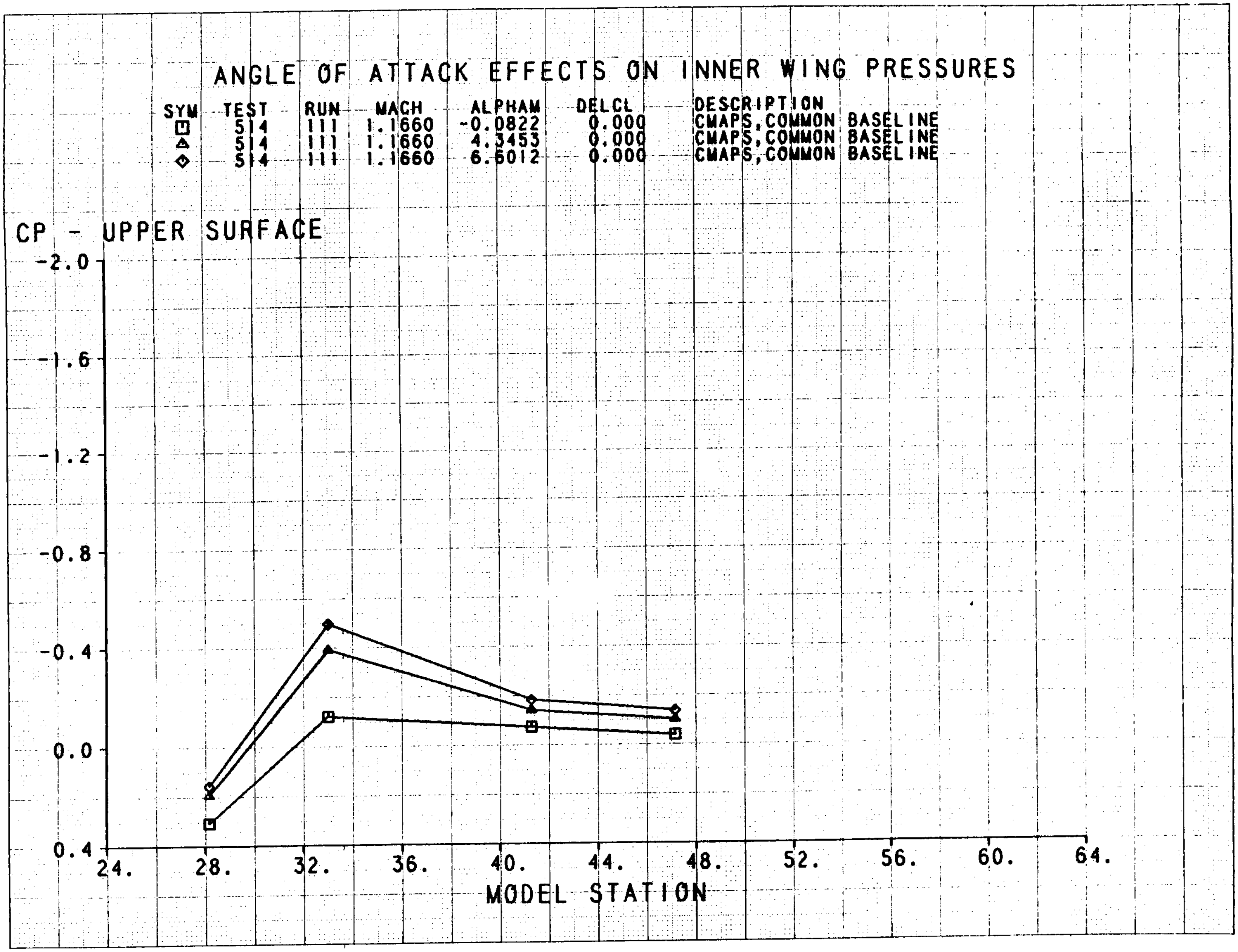

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 111 1.1660 -0.0822 0.000 CMAPS,COMMON BASELINE
514 111 1.1660 4.3453 0.000 CMAPS,COMMON BASELINE
514 111 1.1660 6.6012 0.000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

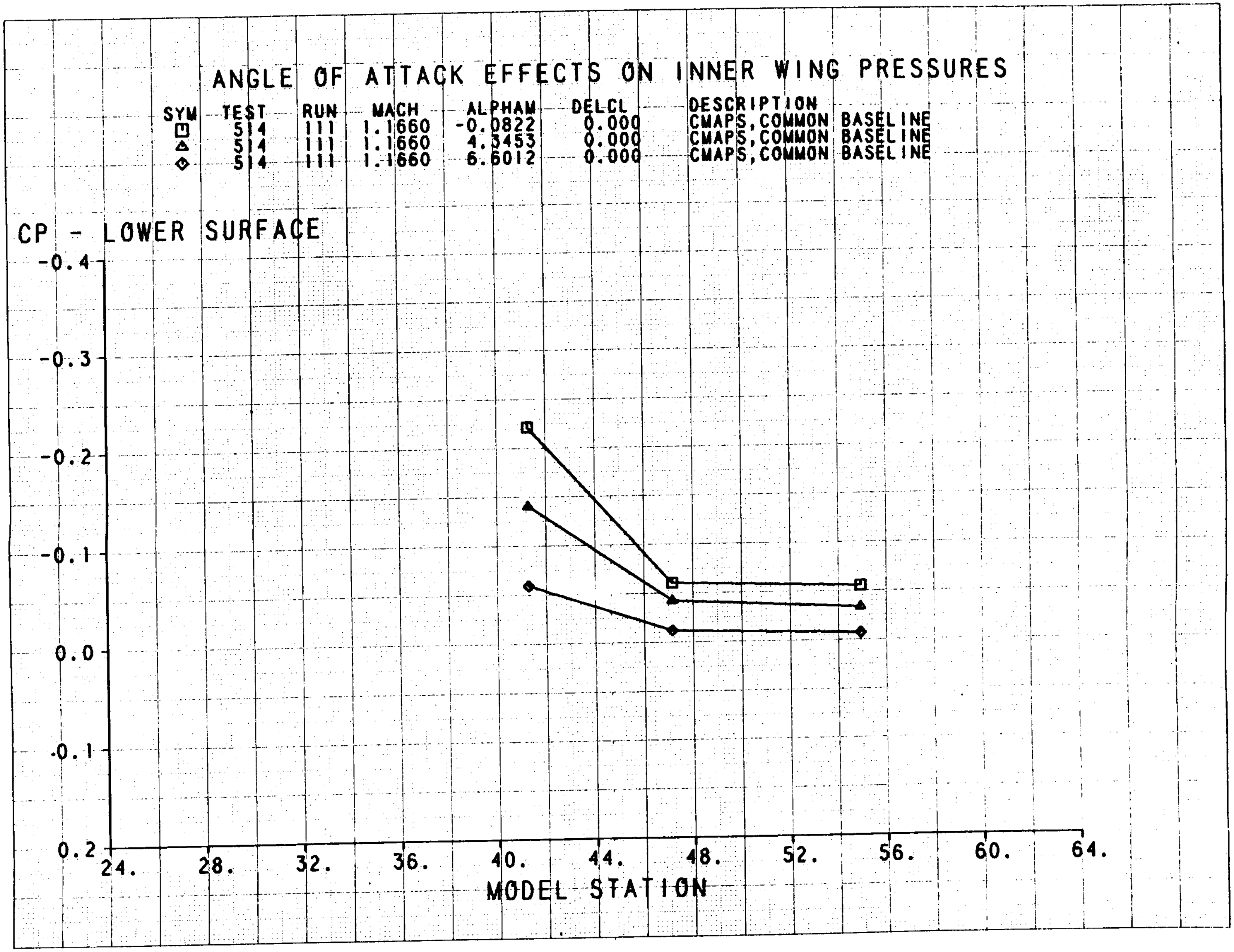


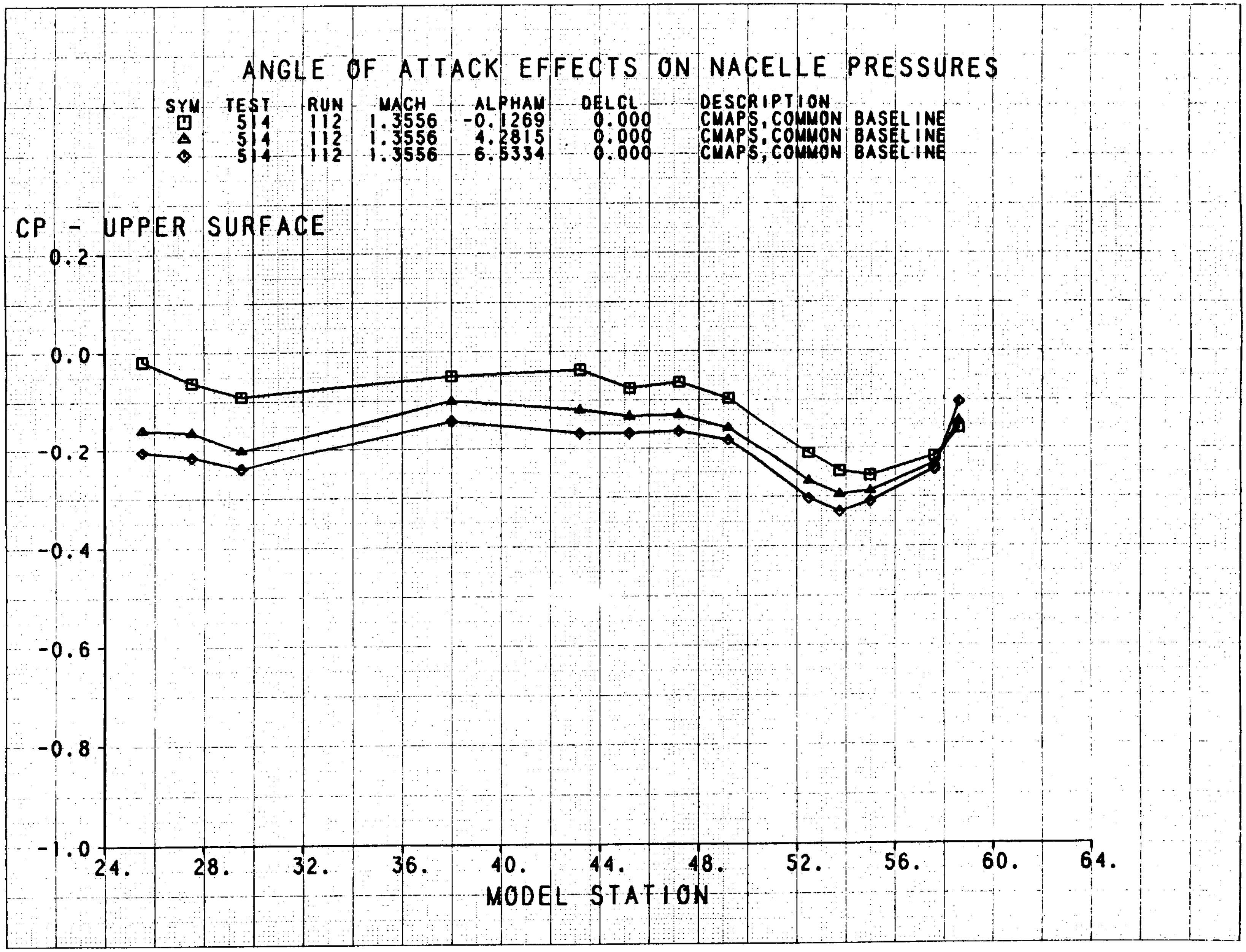
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 111 1.1660 -0.0822 0.000 CMAPS,COMMON BASELINE
△ 514 111 1.1660 4.3453 0.000 CMAPS,COMMON BASELINE
◇ 514 111 1.1660 6.6012 0.000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 111 1.1660 -0.0822 0.000 CMAPS,COMMON BASELINE
514 111 1.1660 4.3453 0.000 CMAPS,COMMON BASELINE
514 111 1.1660 6.6012 0.000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

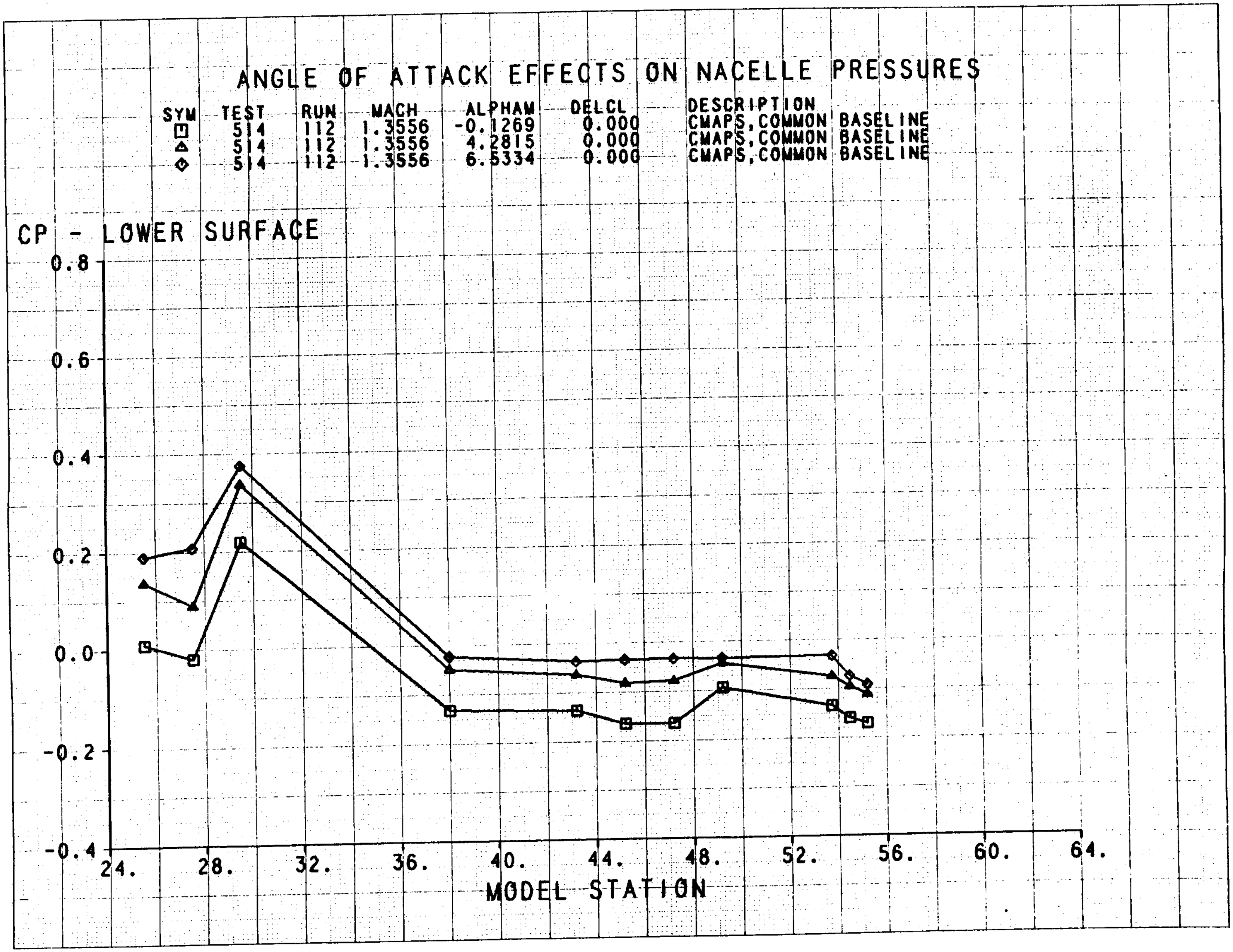

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 111 1.1660 -0.0822 0.000 CMAPS,COMMON BASELINE
△ 514 111 1.1660 4.3453 0.000 CMAPS,COMMON BASELINE
◇ 514 111 1.1660 6.6012 0.000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

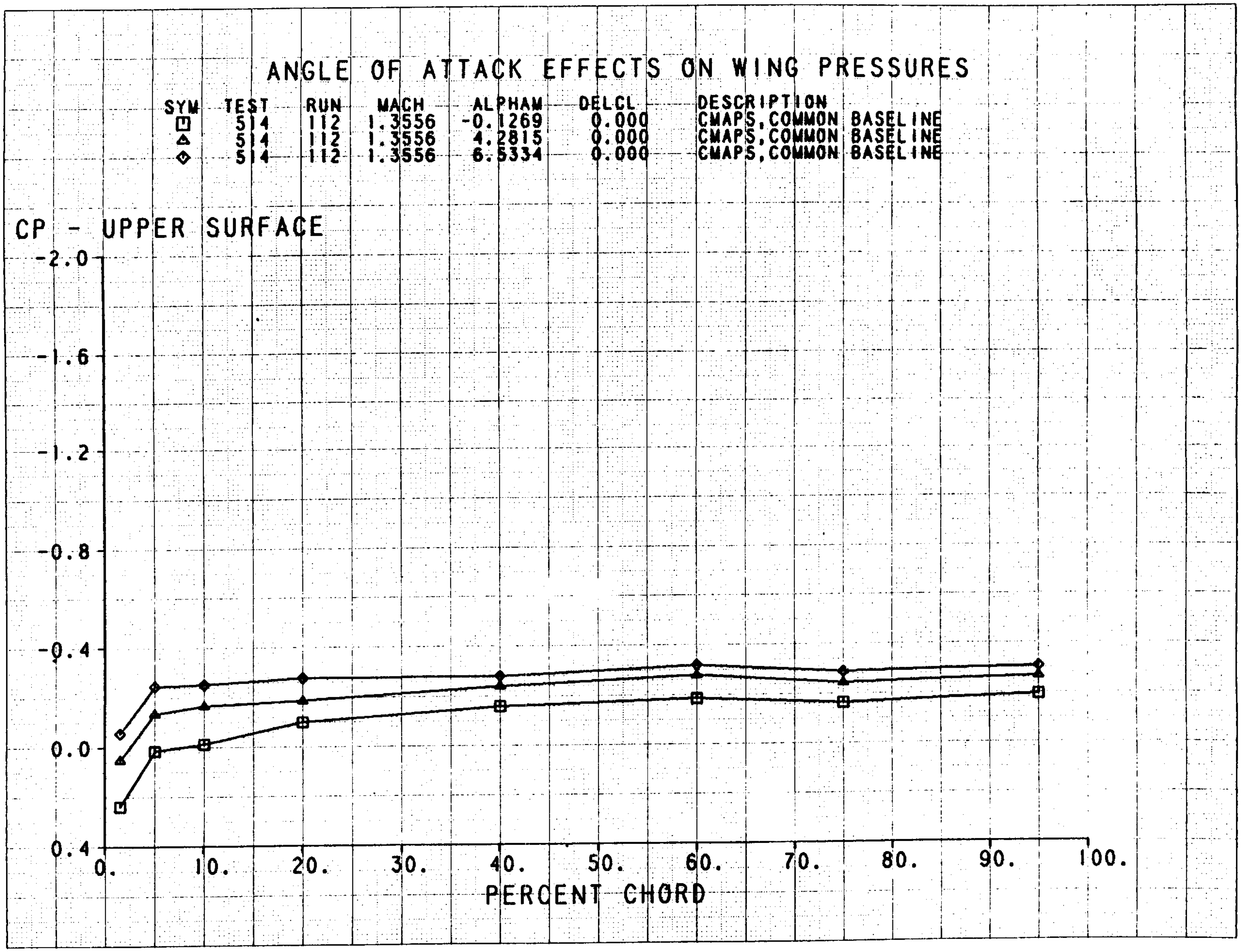

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 111 1.1660 -0.0822 0.000 CMAPS,COMMON BASELINE
△ 514 111 1.1660 4.3453 0.000 CMAPS,COMMON BASELINE
◇ 514 111 1.1660 6.6012 0.000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

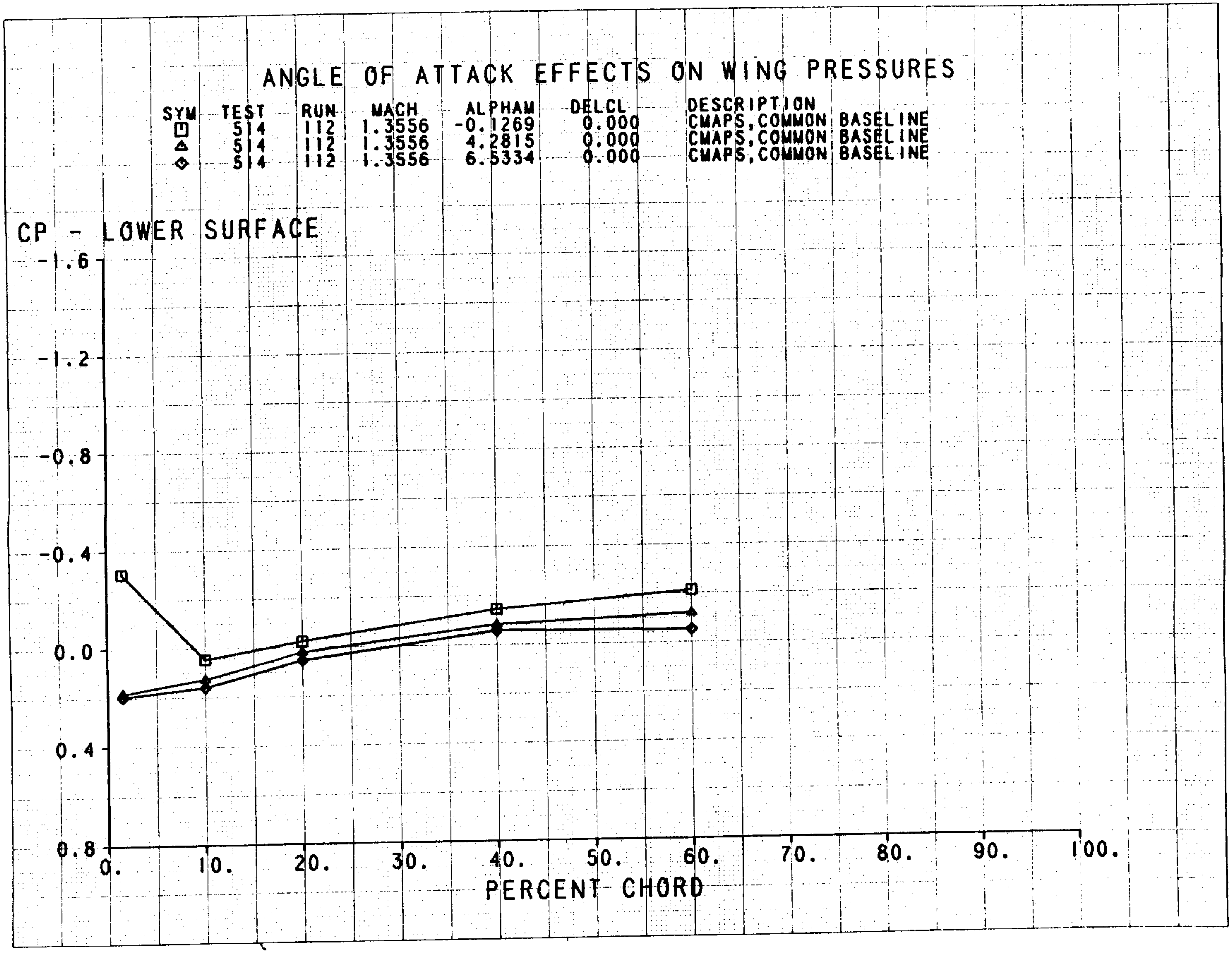

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 111 1.1660 -0.0822 0.000 CMAPS,COMMON BASELINE
△ 514 111 1.1660 4.3453 0.000 CMAPS,COMMON BASELINE
◇ 514 111 1.1660 6.6012 0.000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



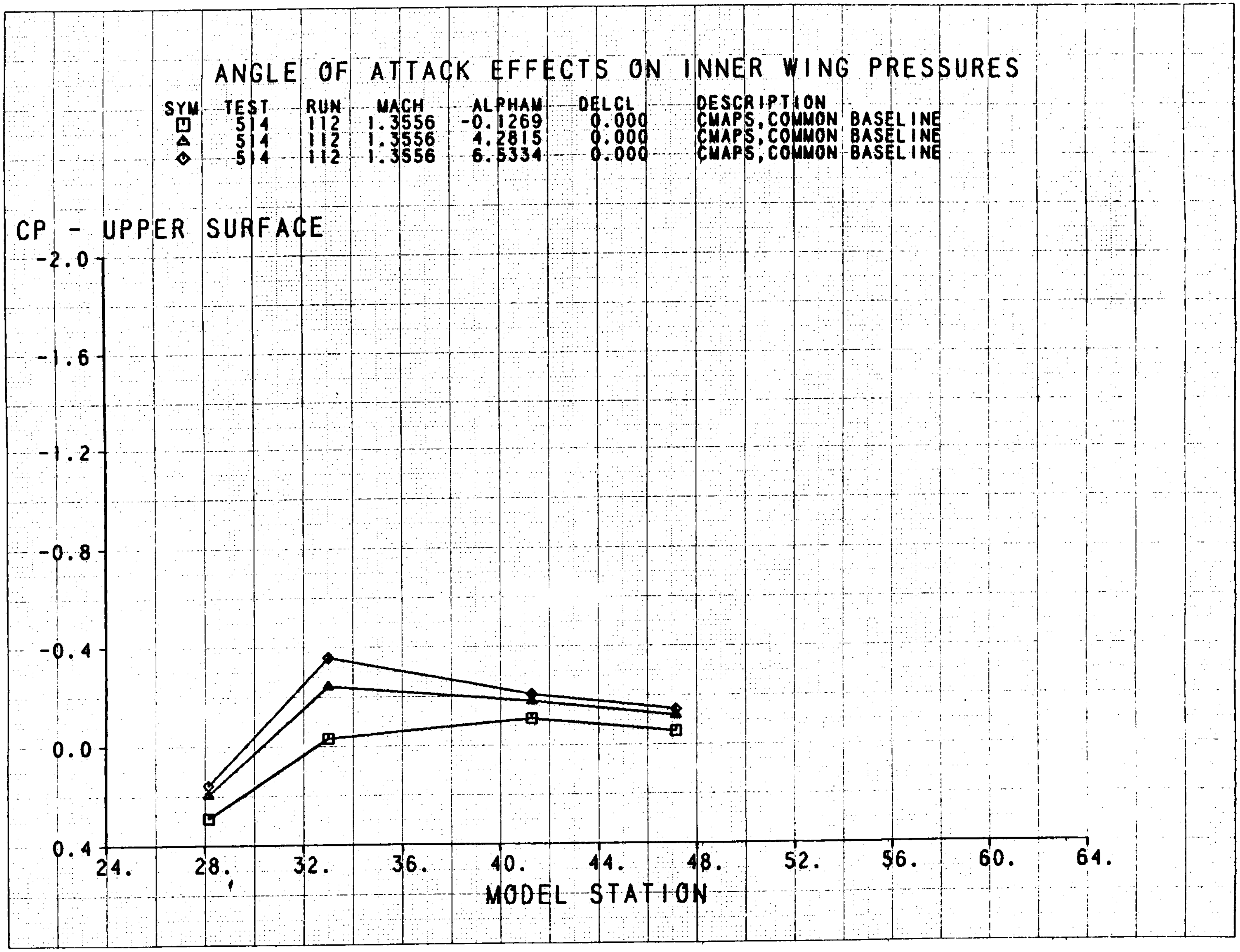
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 112 1.3556 -0.1269 0.000 CMAPS,COMMON BASELINE
△ 514 112 1.3556 4.2815 0.000 CMAPS,COMMON BASELINE
◇ 514 112 1.3556 6.5334 0.000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 112 1.3556 -0.1269 0.000 CMAPS,COMMON BASELINE
△ 514 112 1.3556 4.2815 0.000 CMAPS,COMMON BASELINE
◇ 514 112 1.3556 6.5334 0.000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

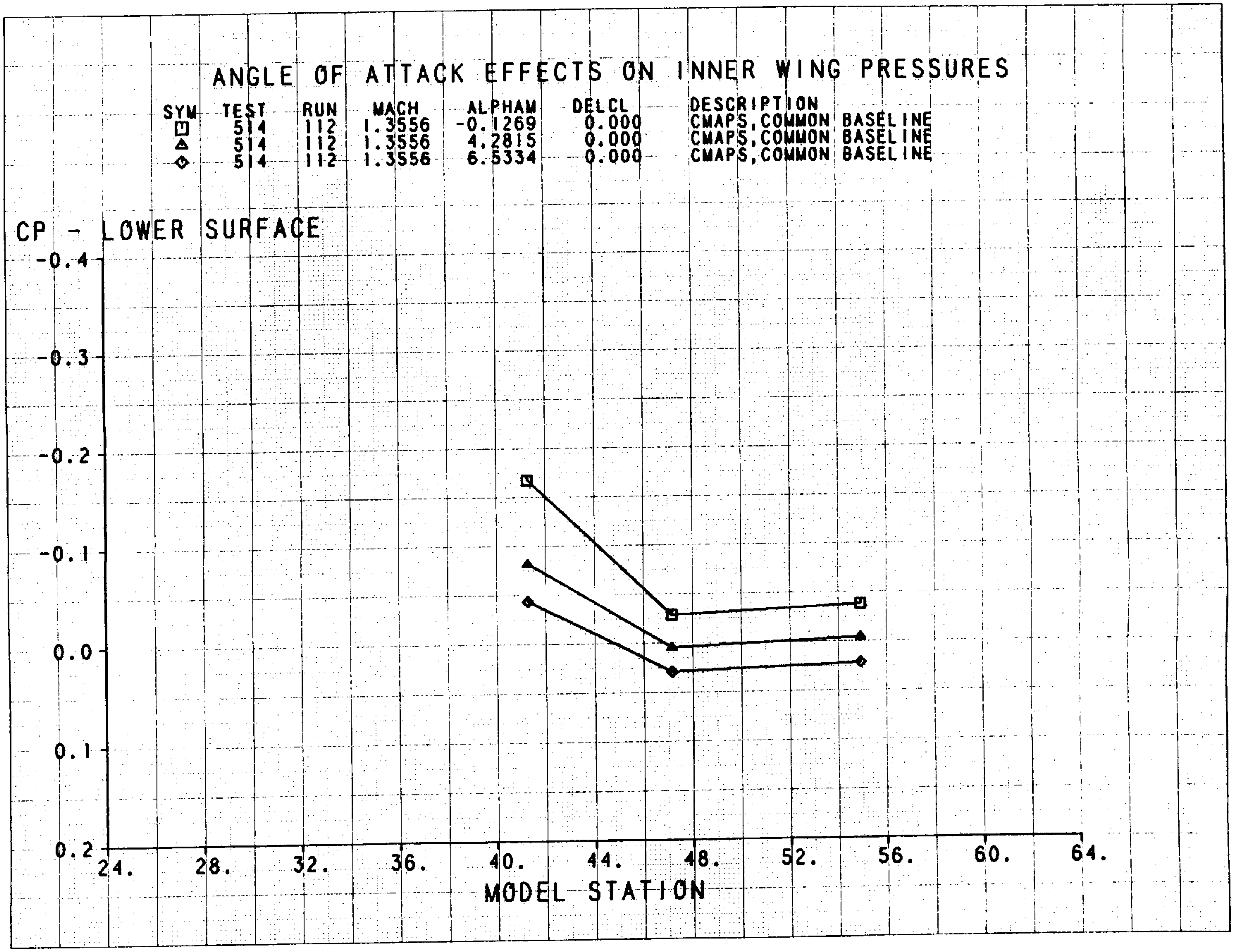

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 112 1.3556 -0.1269 0.000 CMAPS,COMMON BASELINE
△ 514 112 1.3556 4.2815 0.000 CMAPS,COMMON BASELINE
◇ 514 112 1.3556 6.5334 0.000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

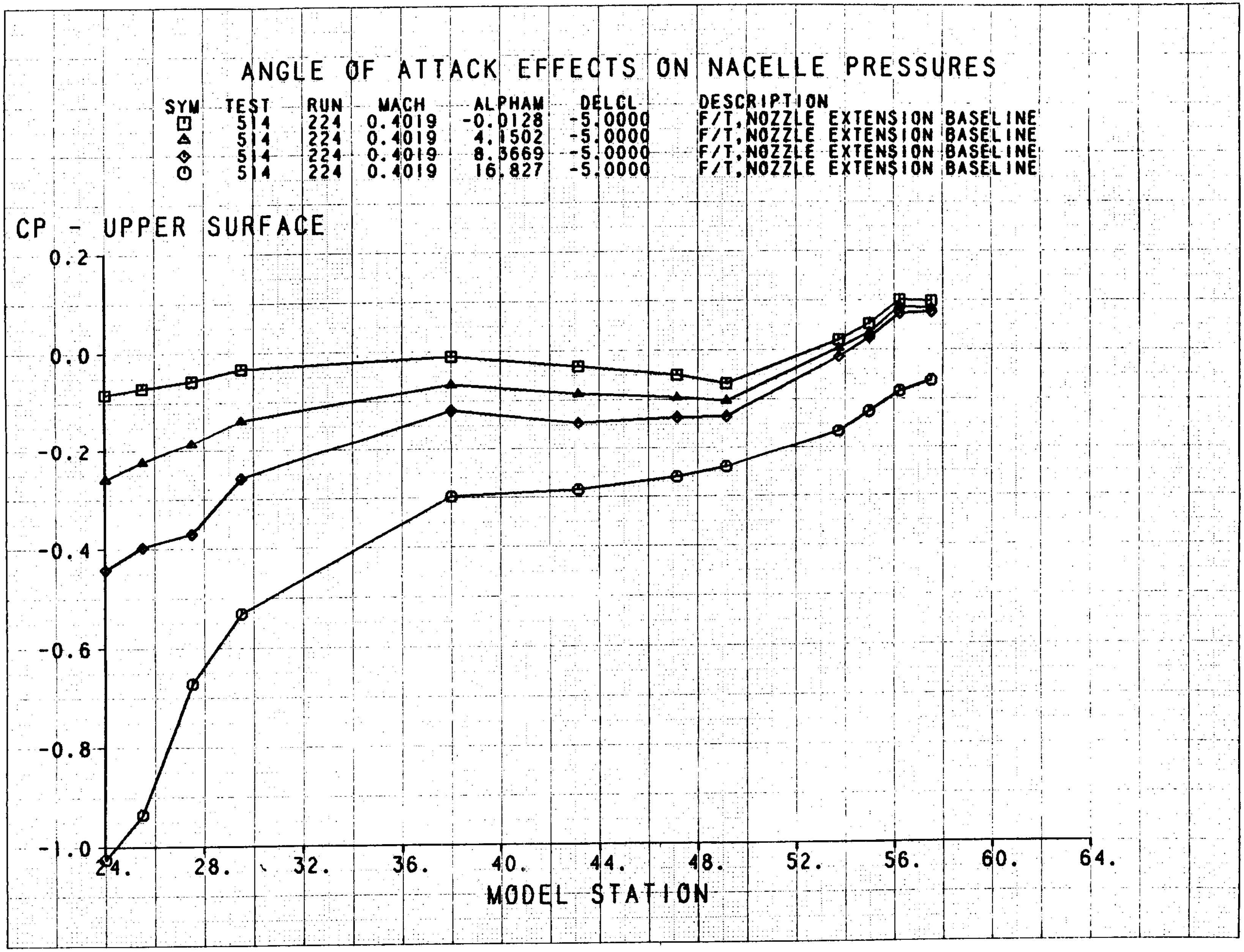


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 112 1.3556 -0.1269 0.000 CMAPS,COMMON BASELINE
△ 514 112 1.3556 4.2815 0.000 CMAPS,COMMON BASELINE
◇ 514 112 1.3556 6.5334 0.000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

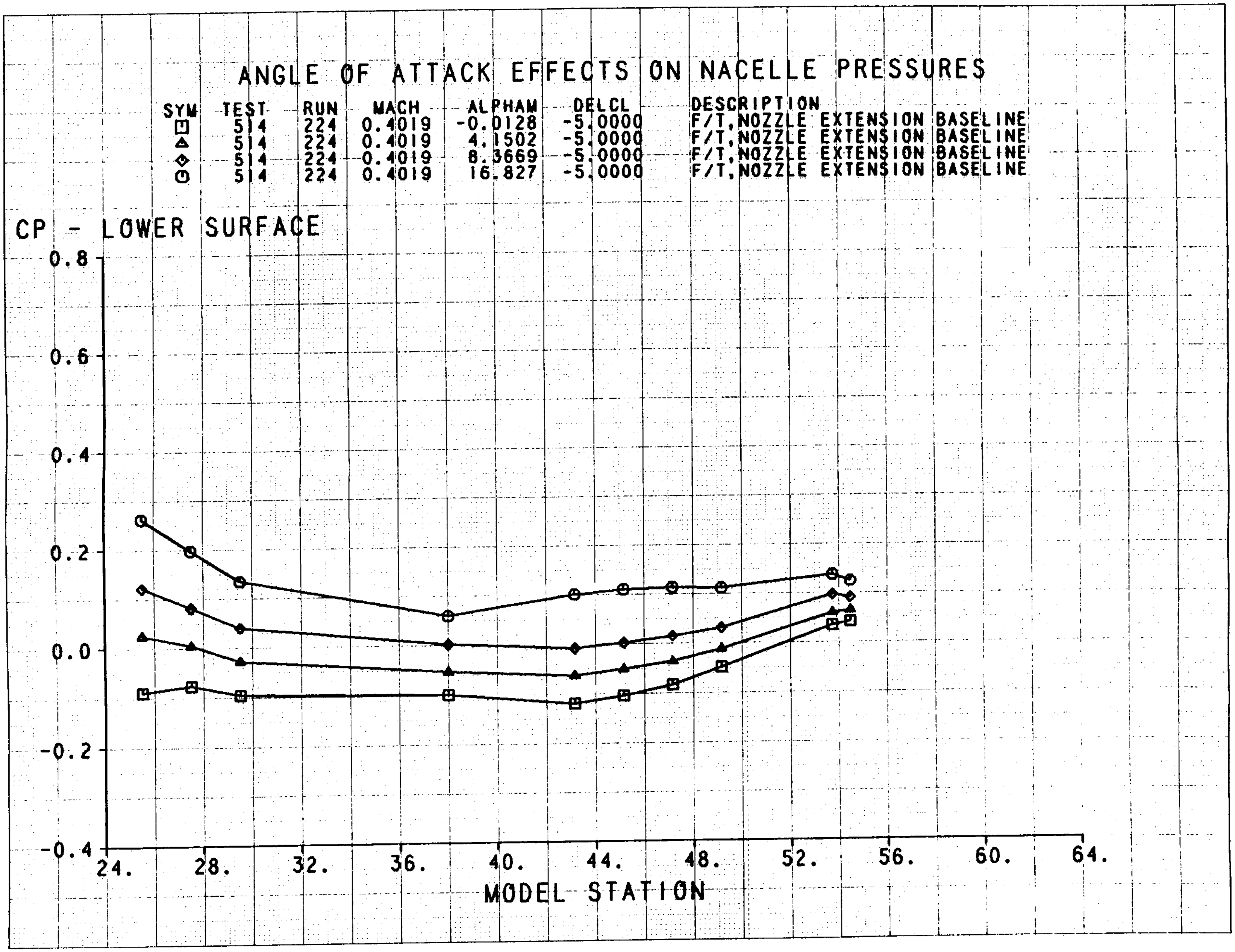


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 112 1.3556 -0.1269 0.000 CMAPS,COMMON BASELINE
△ 514 112 1.3556 4.2815 0.000 CMAPS,COMMON BASELINE
◇ 514 112 1.3556 6.5334 0.000 CMAPS,COMMON BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

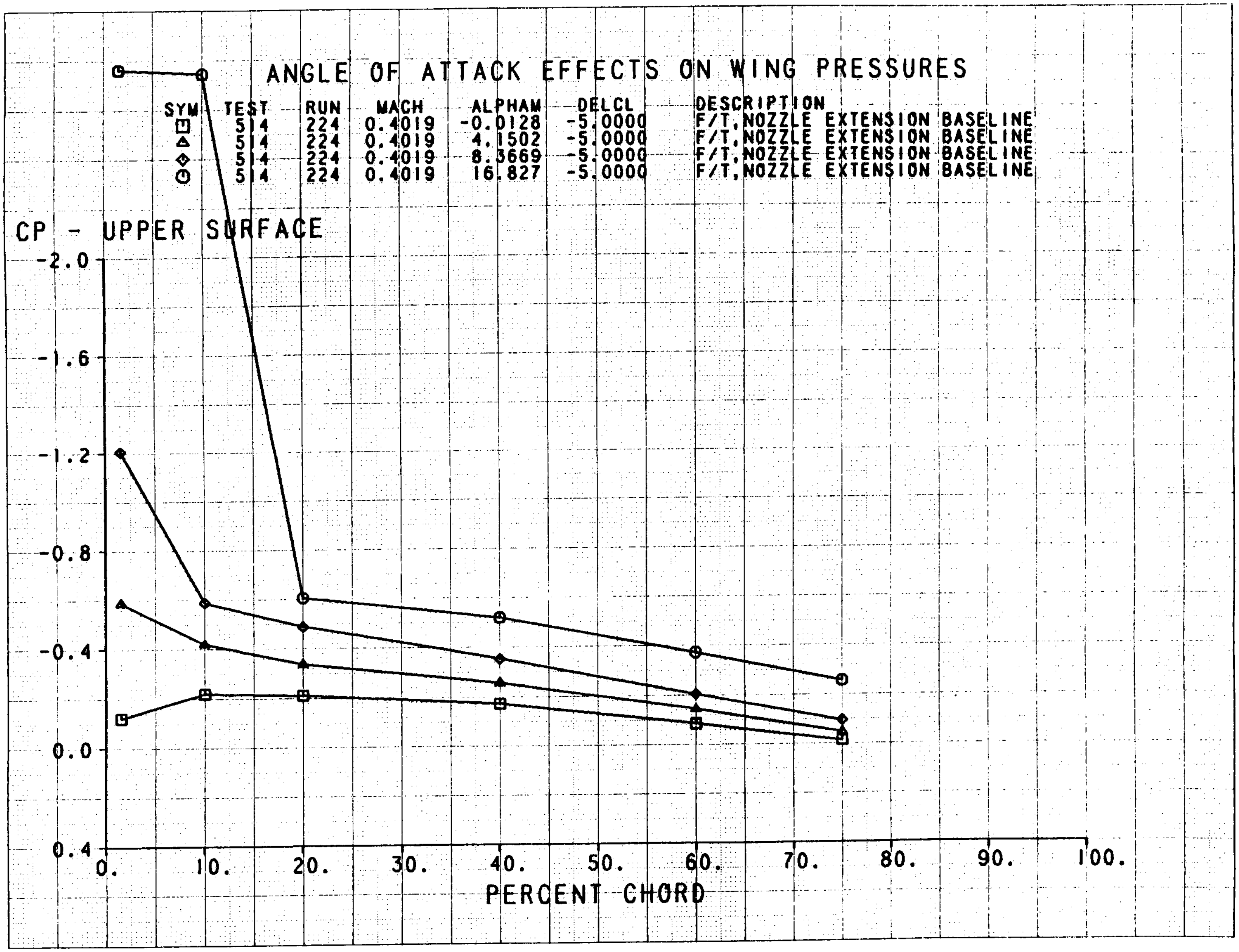

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 112 1.3556 -0.1269 0.000 CMAPS,COMMON BASELINE
△ 514 112 1.3556 4.2815 0.000 CMAPS,COMMON BASELINE
◇ 514 112 1.3556 6.5334 0.000 CMAPS,COMMON BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

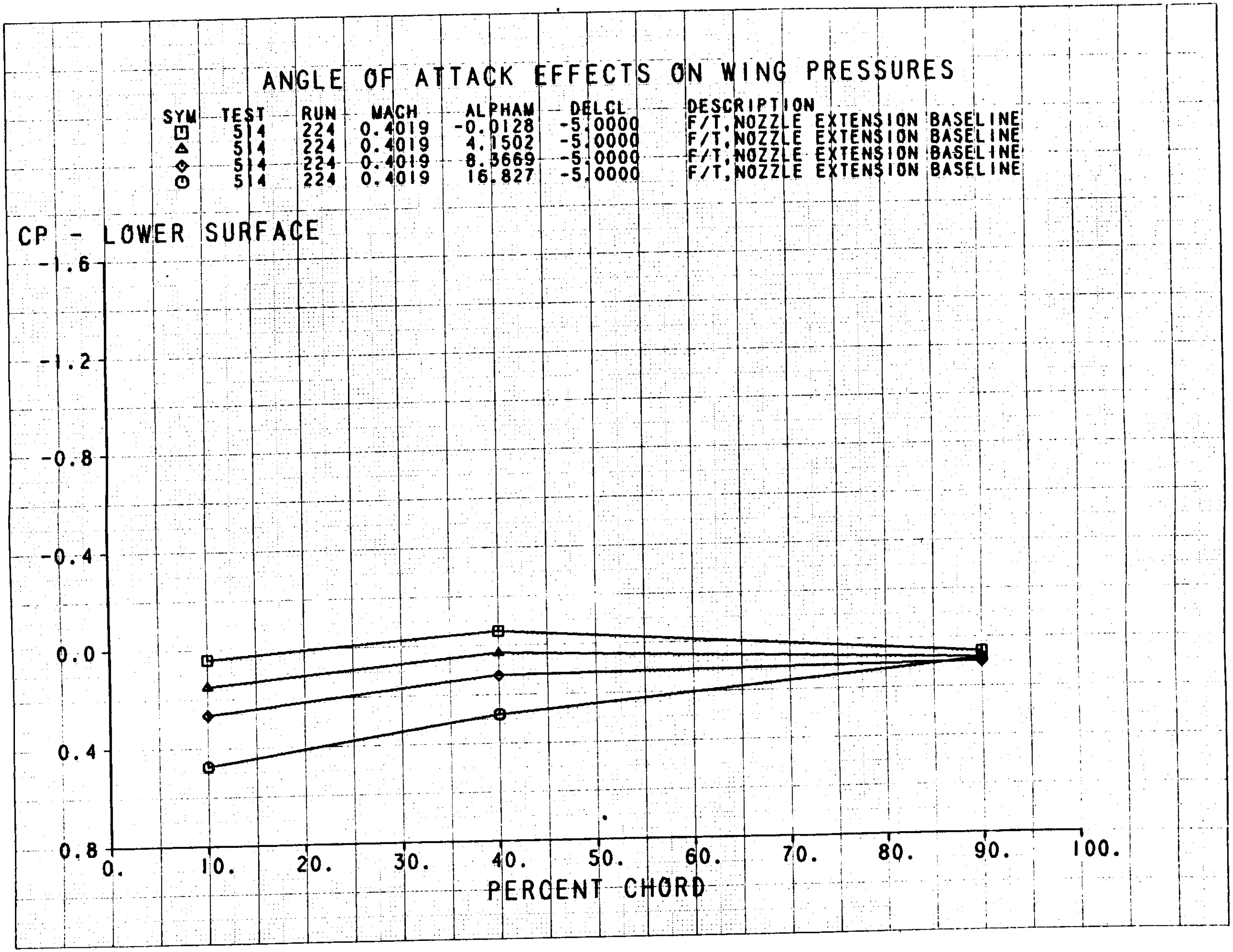


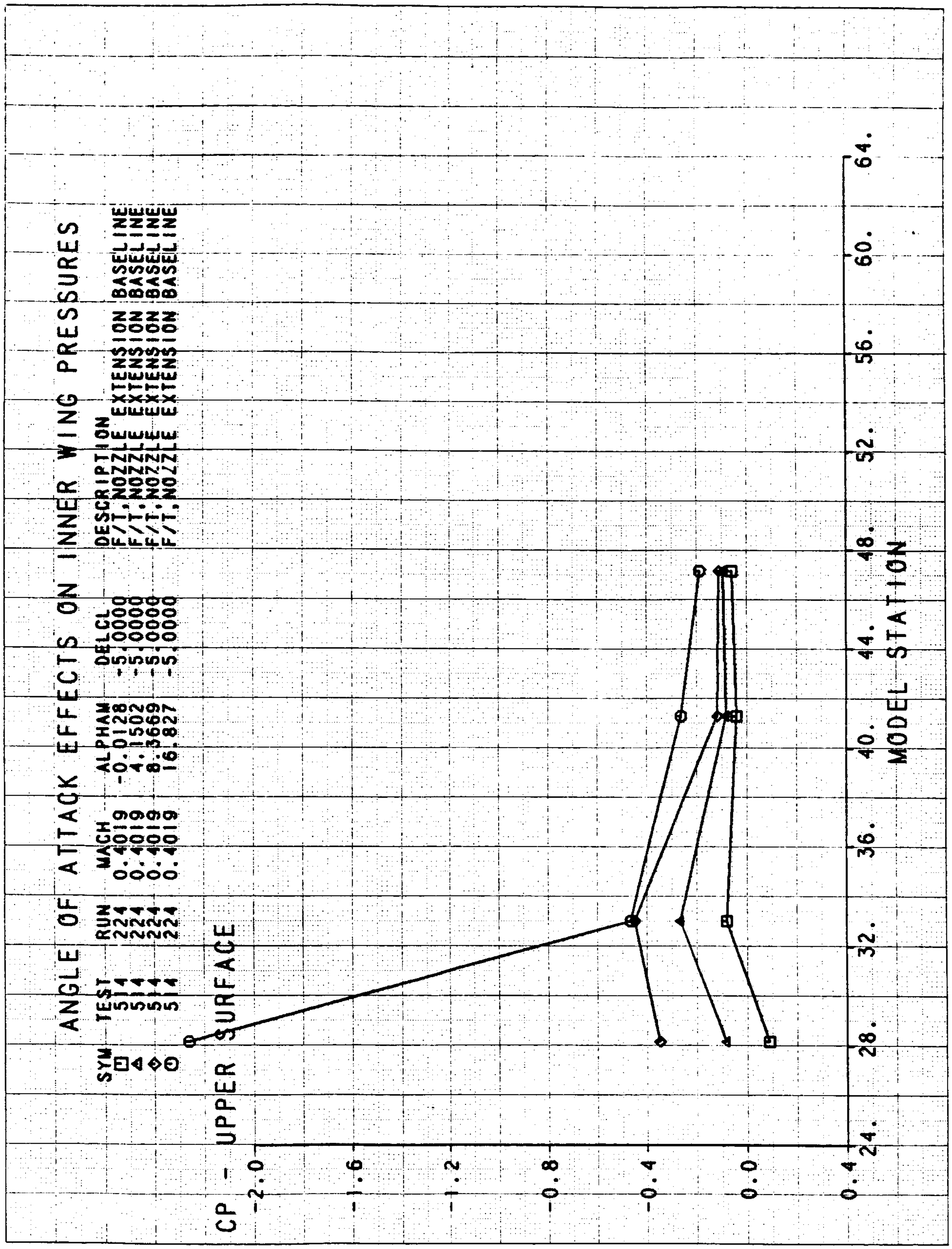
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 224 0.4019 -0.0128 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 4.1502 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 8.3669 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 16.827 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

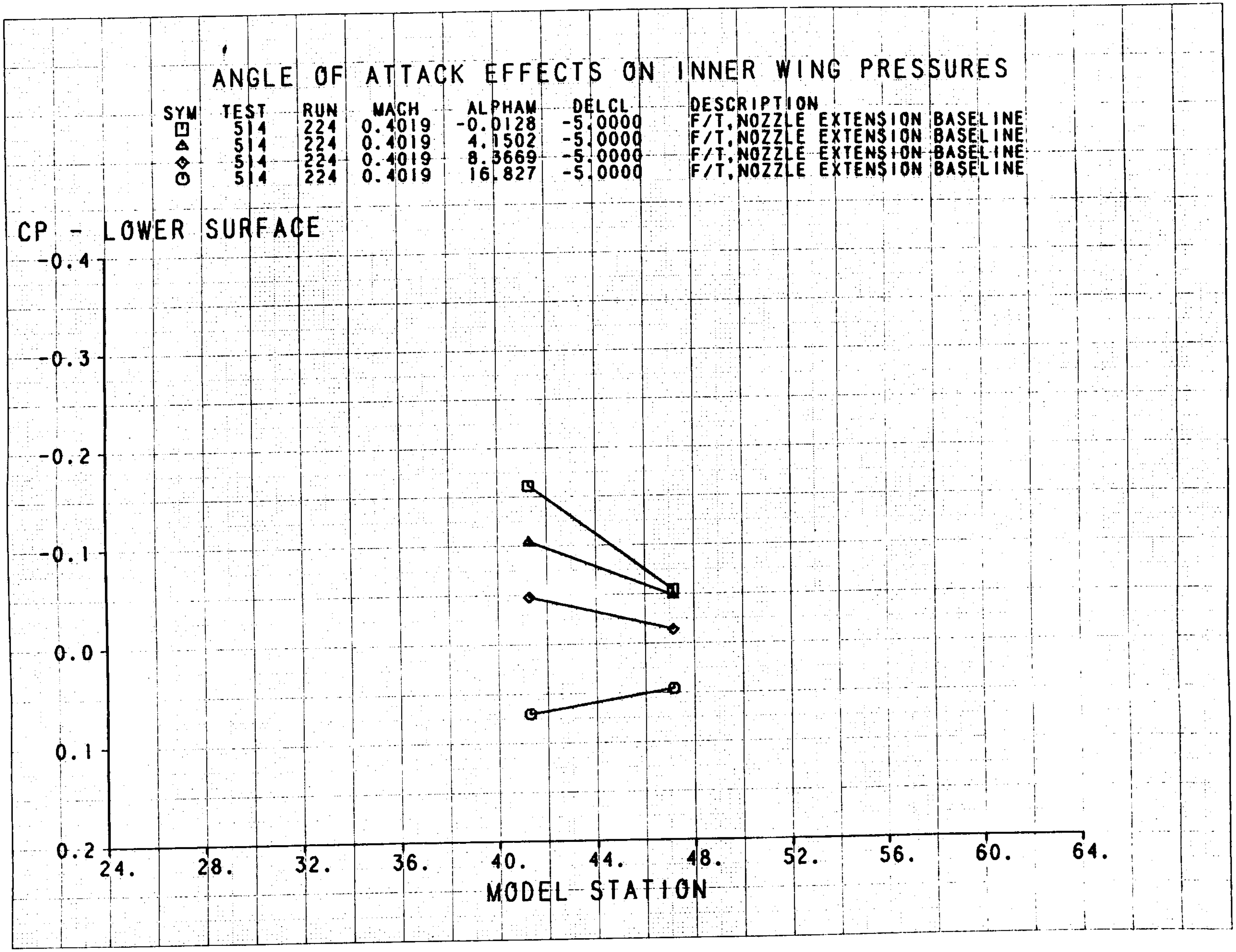


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 224 0.4019 -0.0128 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 4.1502 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 8.3669 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 16.827 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

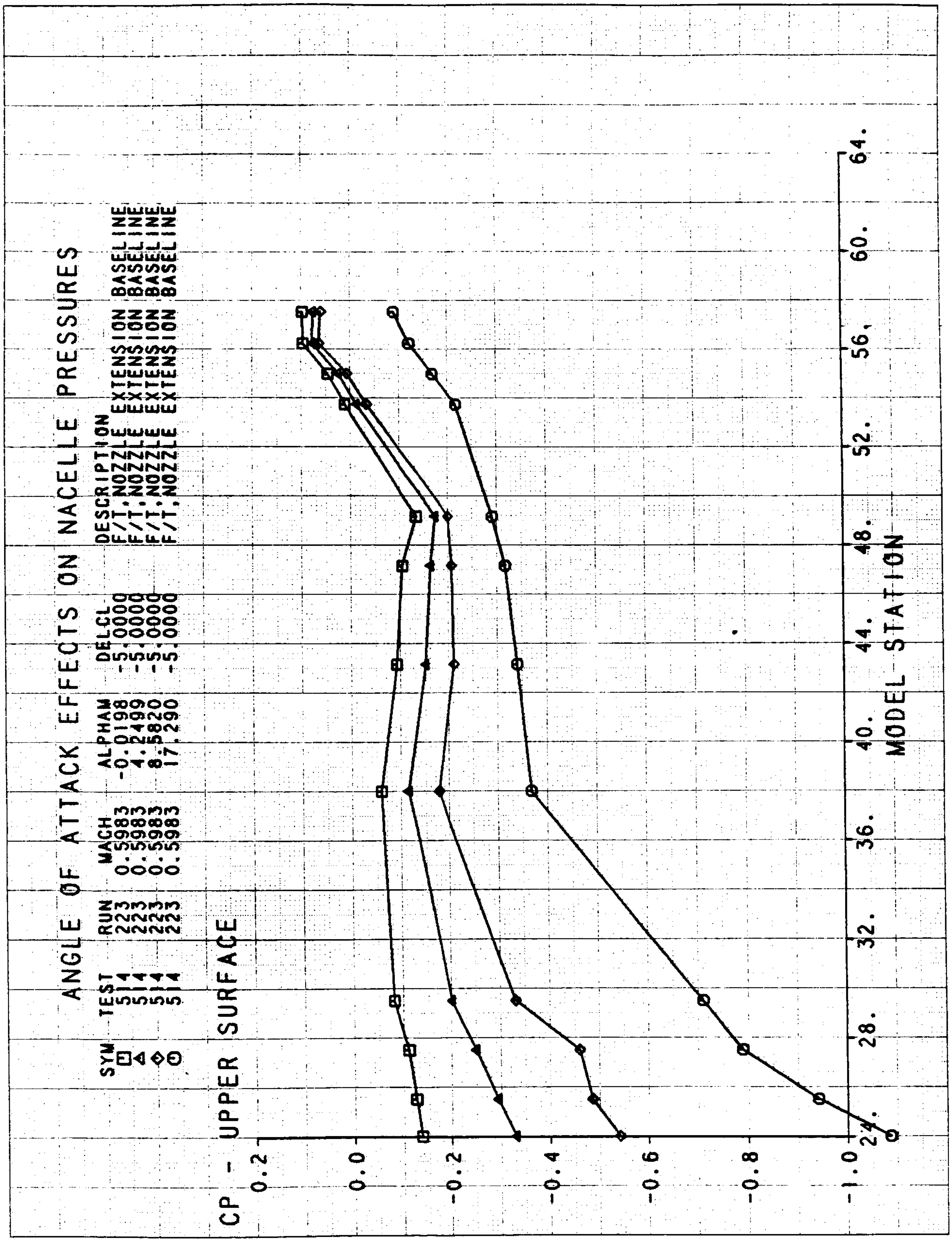

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 224 0.4019 -0.0128 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 4.1502 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 8.3669 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 16.827 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 224 0.4019 -0.0128 -5.0000 F/T,NOZZLE EXTENSION BASELINE
△ 514 224 0.4019 4.1502 -5.0000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 224 0.4019 8.3669 -5.0000 F/T,NOZZLE EXTENSION BASELINE
○ 514 224 0.4019 16.827 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

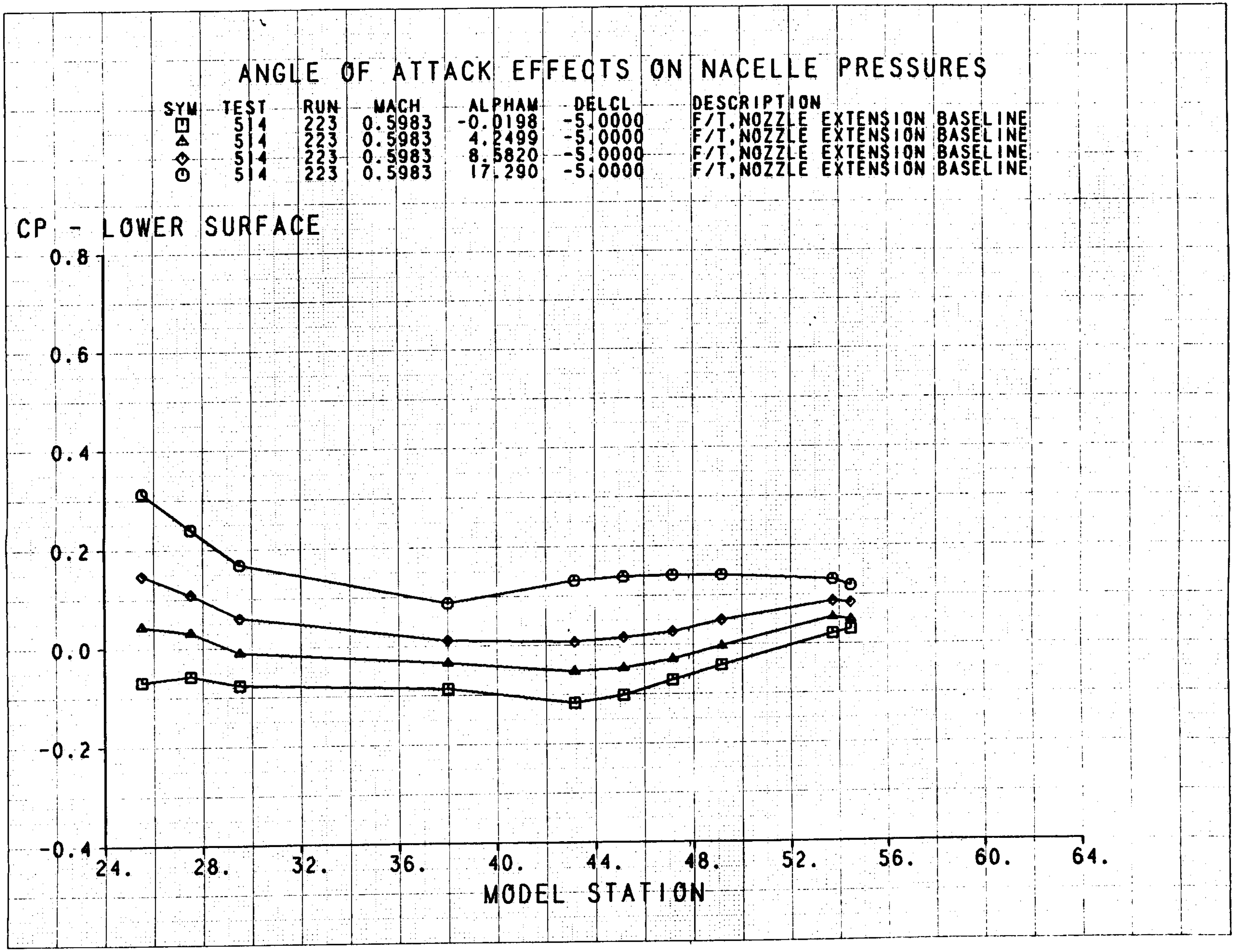

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 224 0.4019 -0.0128 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 4.1502 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 8.3669 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 16.827 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

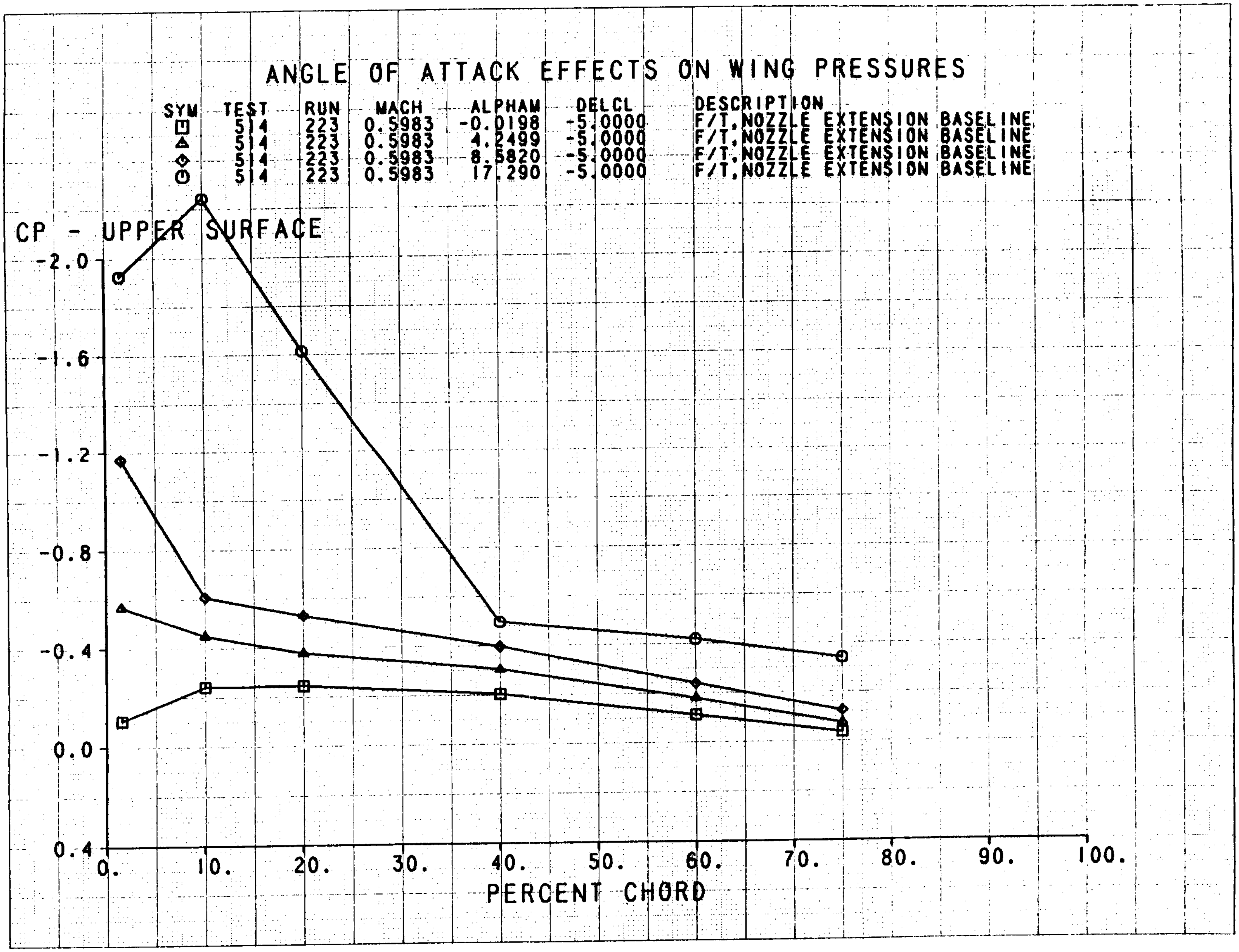

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 224 0.4019 -0.0128 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 4.1502 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 8.3669 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 224 0.4019 16.827 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

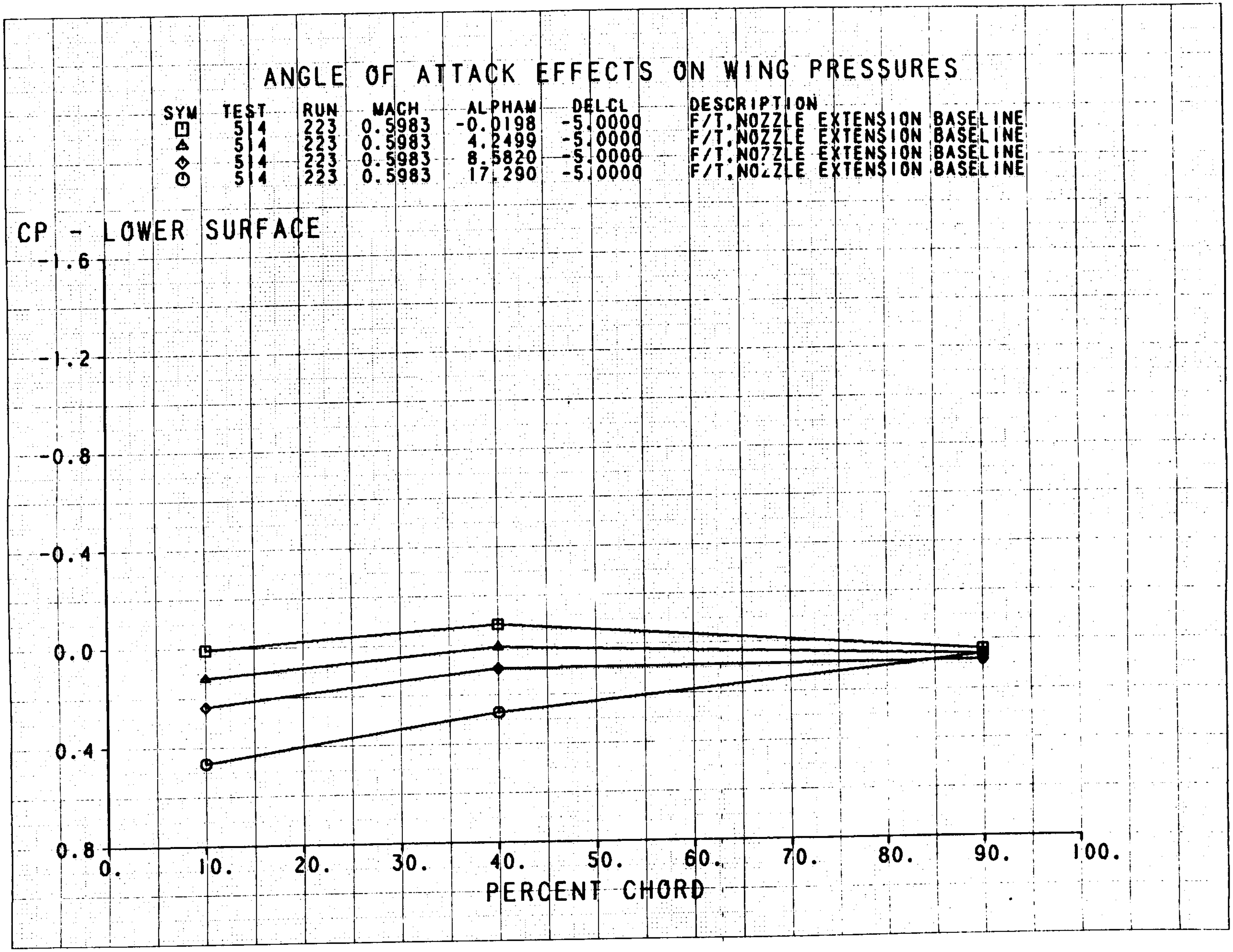
C-7

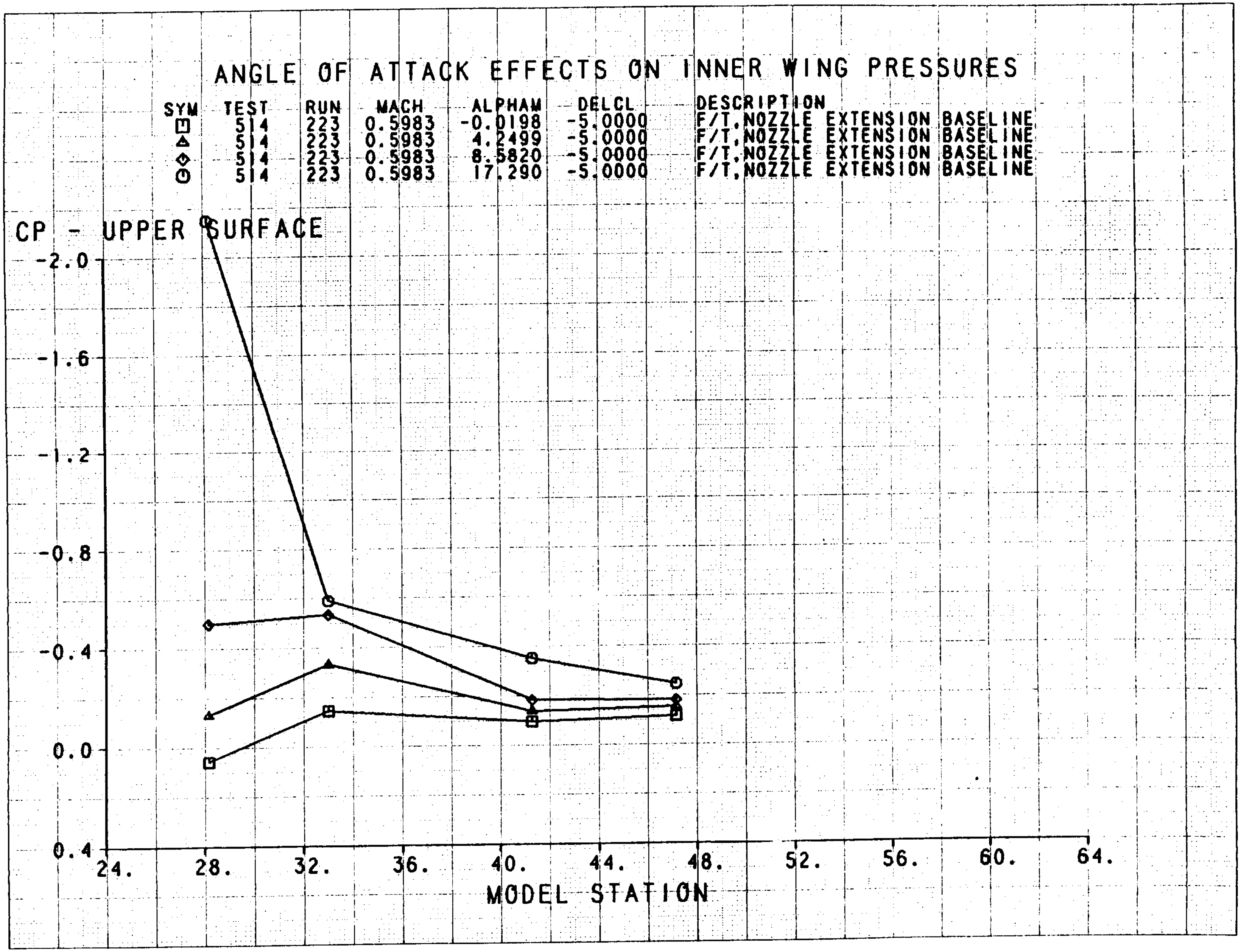


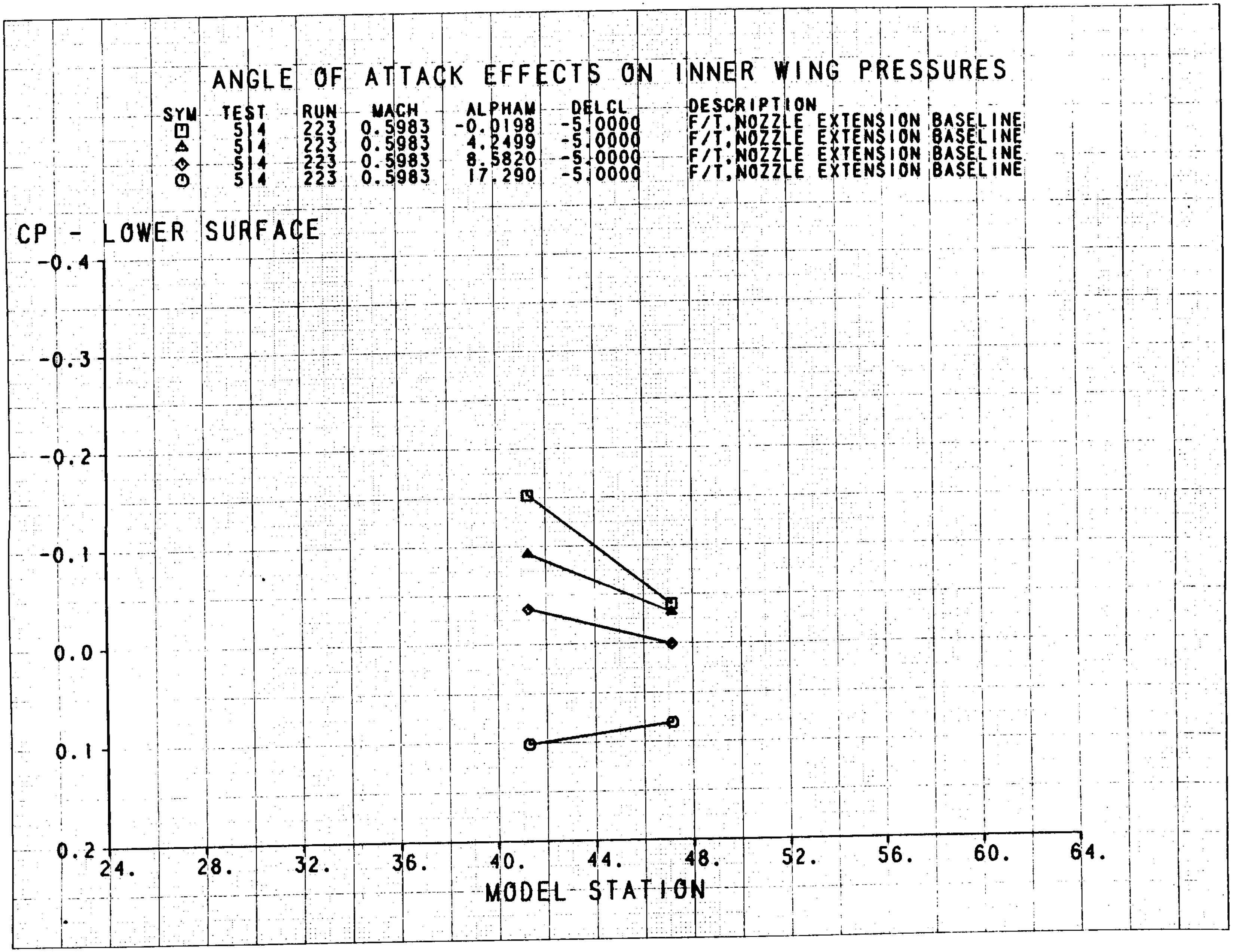
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 223 0.5983 -0.0198 -5.0000 F/T, NOZZLE EXTENSION BASELINE
△ 514 223 0.5983 4.2499 -5.0000 F/T, NOZZLE EXTENSION BASELINE
◇ 514 223 0.5983 8.5820 -5.0000 F/T, NOZZLE EXTENSION BASELINE
⊙ 514 223 0.5983 17.290 -5.0000 F/T, NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
△ 514 223 0.5983 4.2499 -5.0000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 223 0.5983 8.5820 -5.0000 F/T,NOZZLE EXTENSION BASELINE
○ 514 223 0.5983 17.290 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

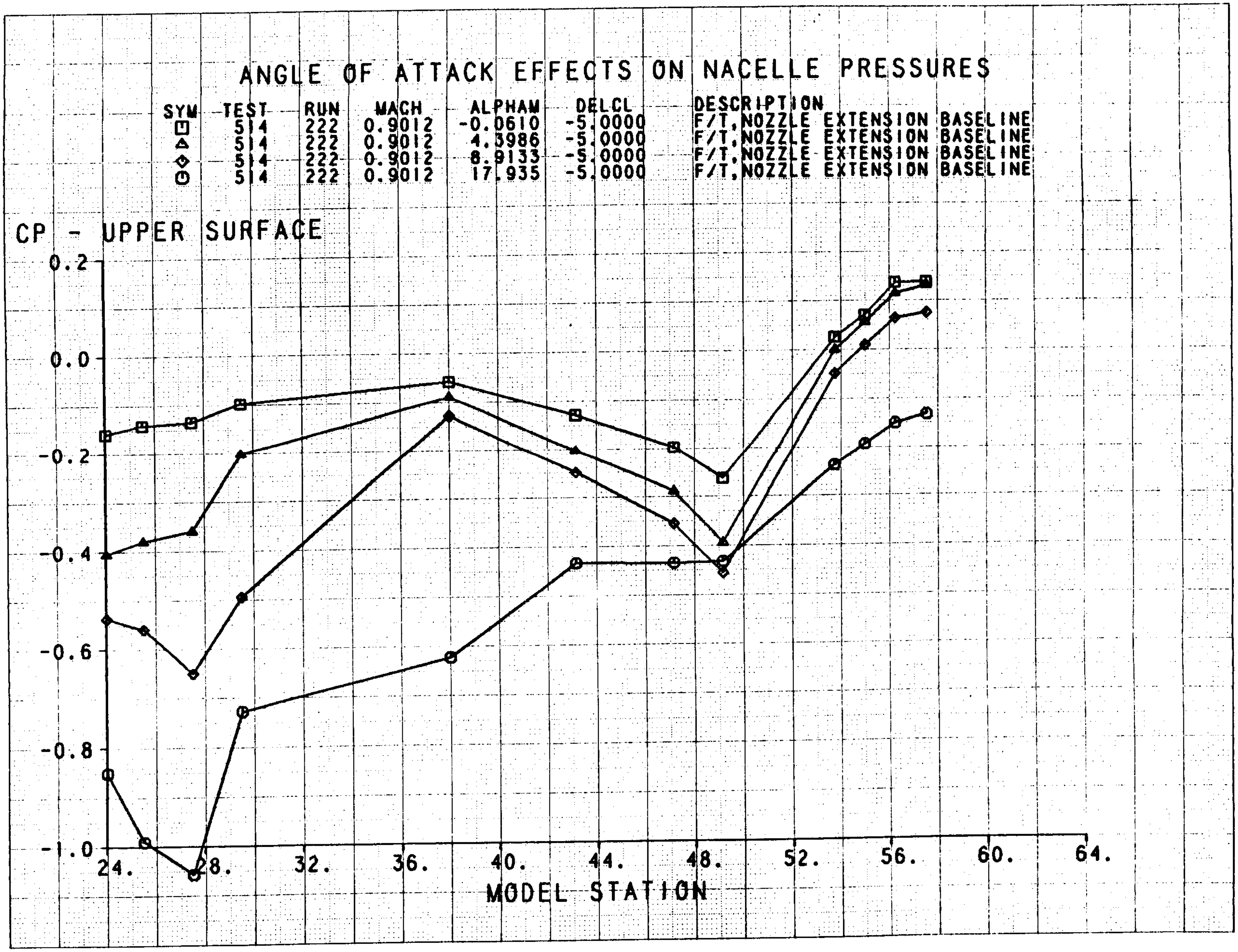

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 223 0.5983 4.2499 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 223 0.5983 8.5820 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 223 0.5983 17.290 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

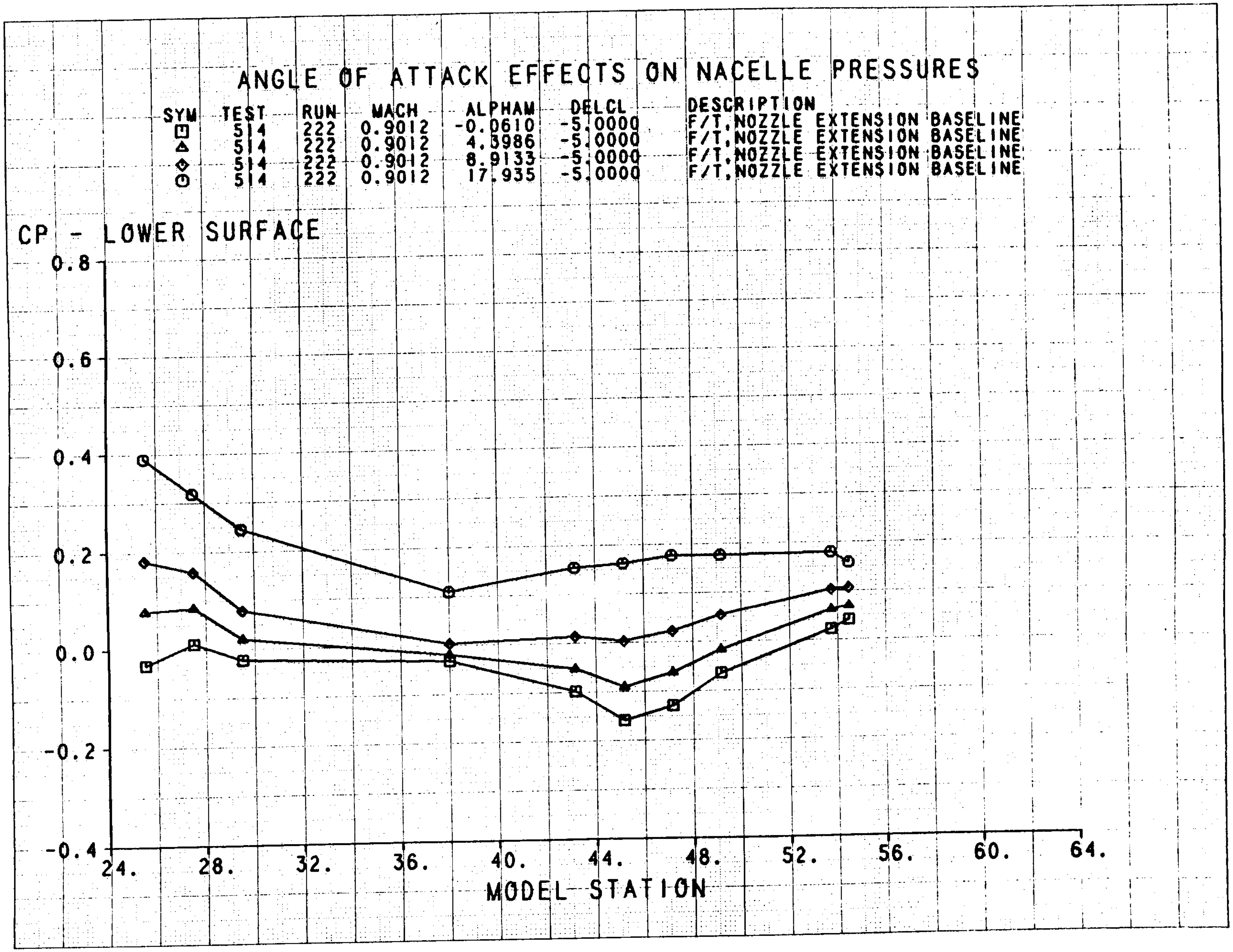

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
△ 514 223 0.5983 4.2499 -5.0000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 223 0.5983 8.5820 -5.0000 F/T,NOZZLE EXTENSION BASELINE
⊙ 514 223 0.5983 17.290 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

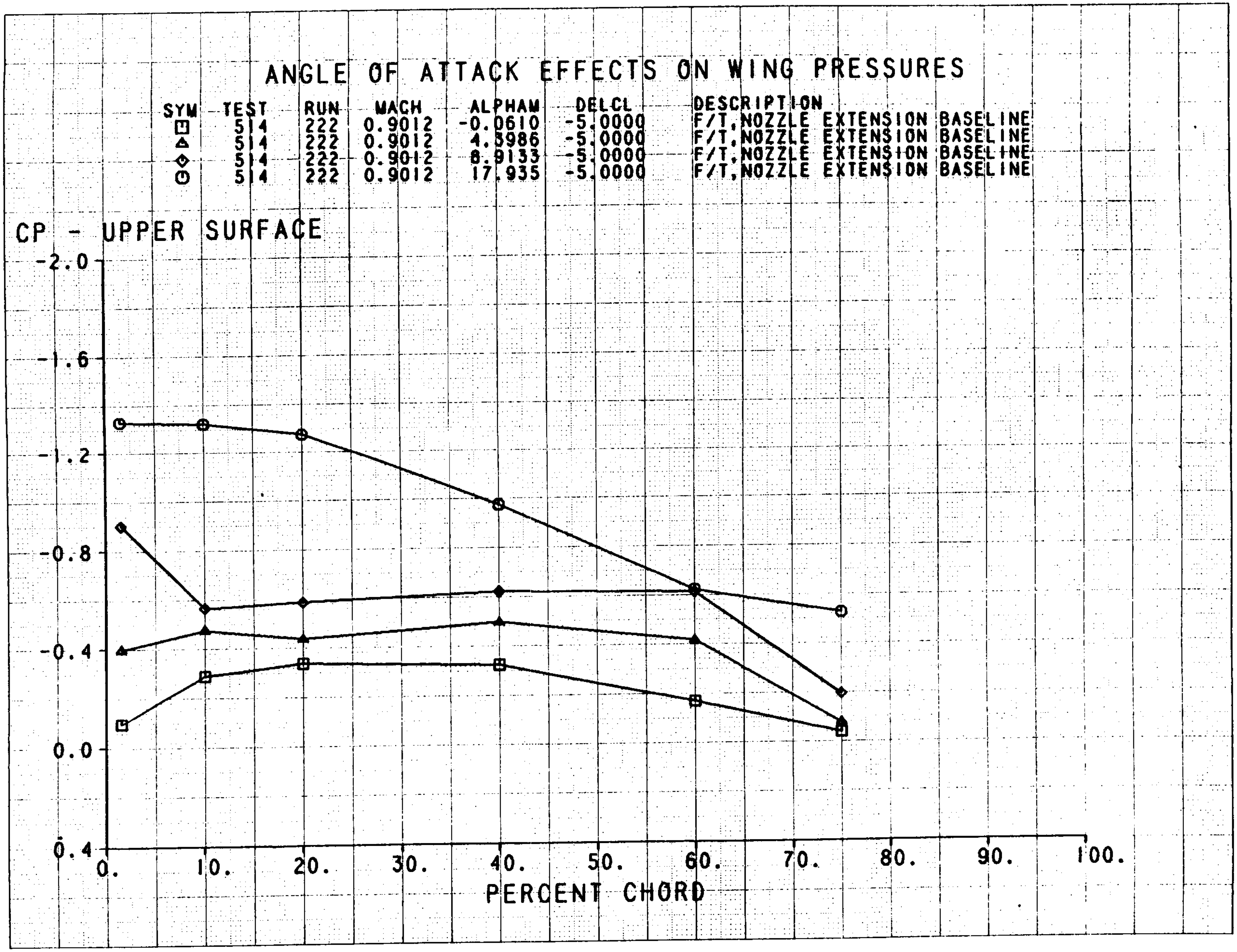

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
△ 514 223 0.5983 4.2499 -5.0000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 223 0.5983 8.5820 -5.0000 F/T,NOZZLE EXTENSION BASELINE
○ 514 223 0.5983 17.290 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

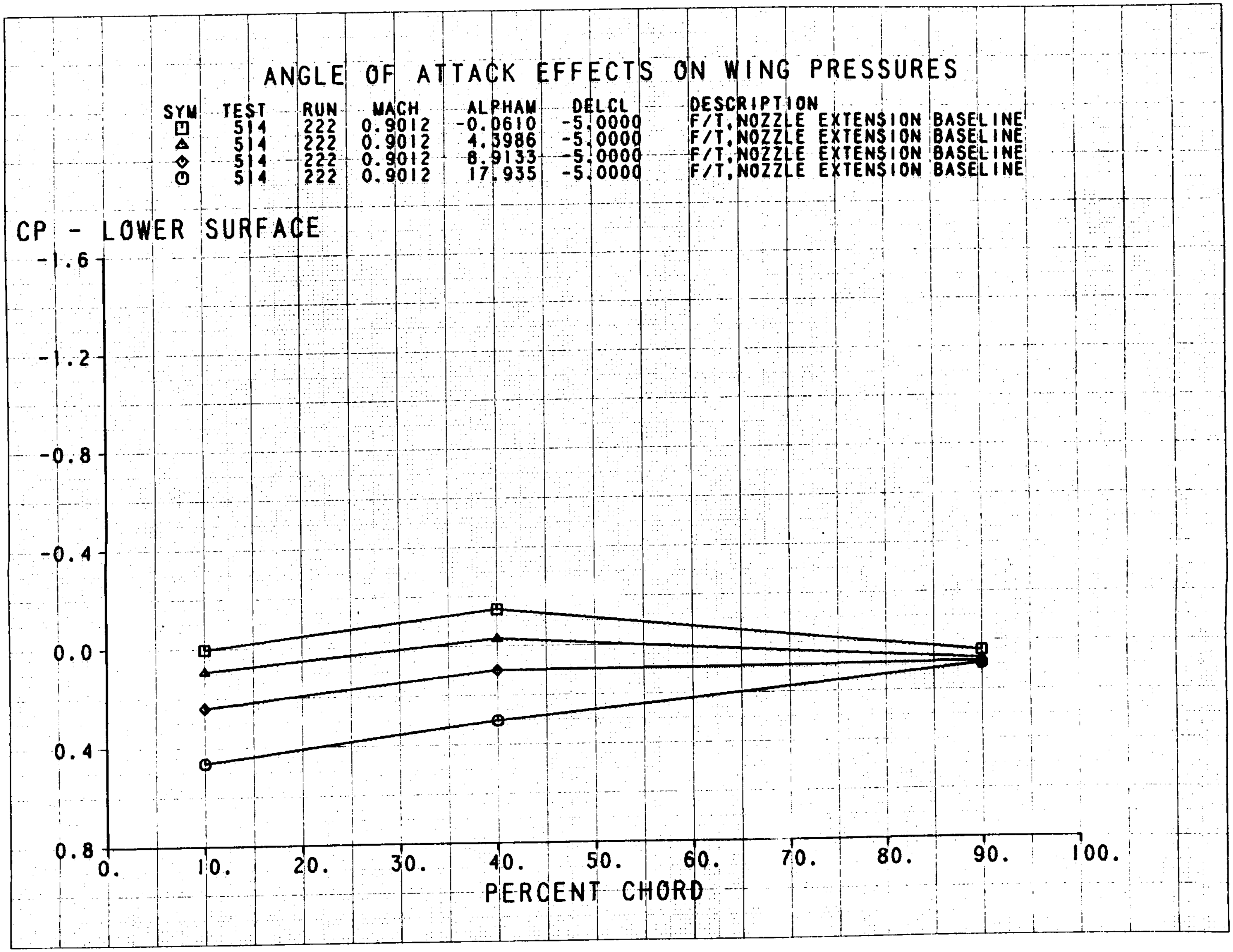


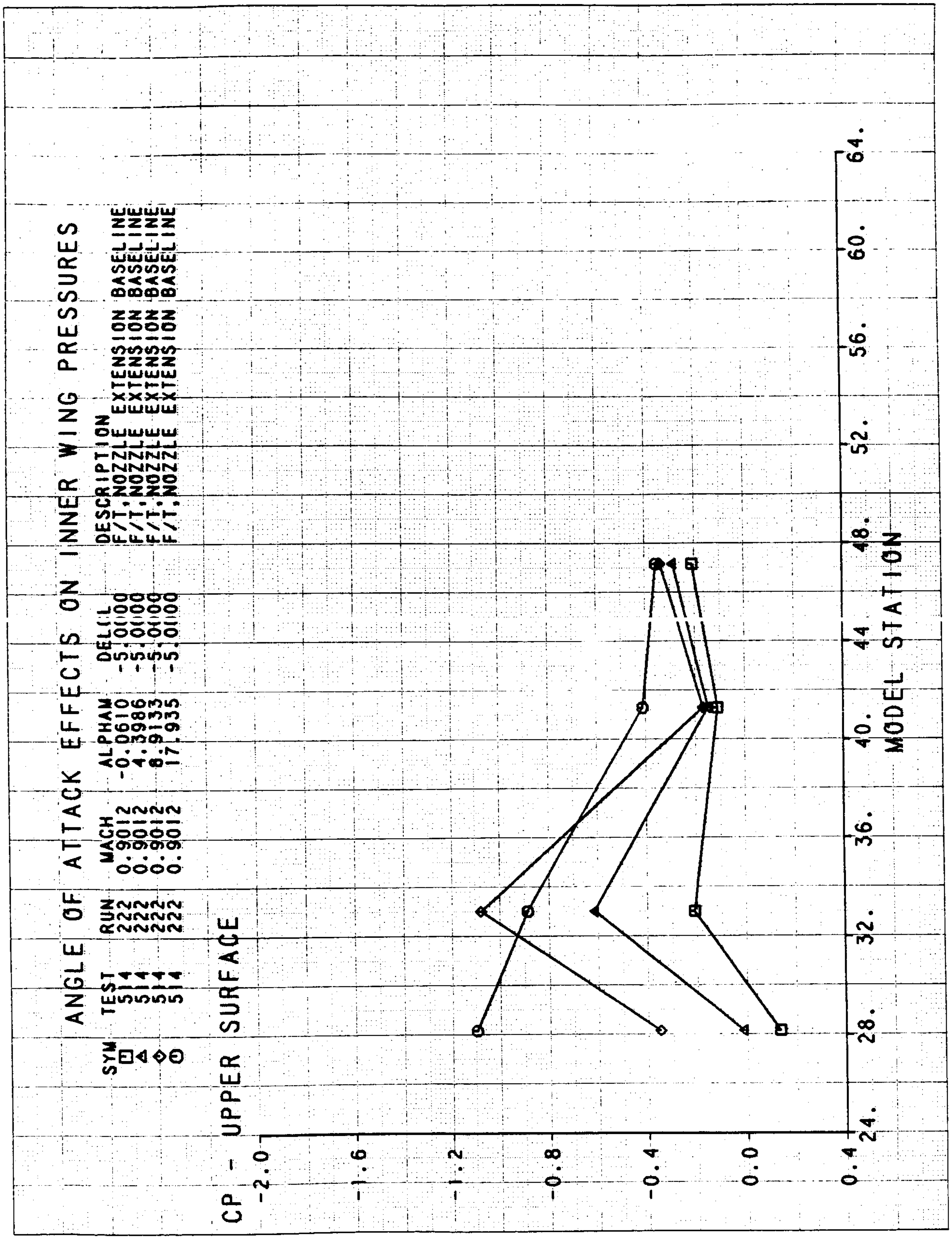
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 223 0.5983 4.2499 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 223 0.5983 8.5820 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 223 0.5983 17.290 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
△ 514 222 0.9012 4.3986 -5.0000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 222 0.9012 8.9133 -5.0000 F/T,NOZZLE EXTENSION BASELINE
○ 514 222 0.9012 17.935 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

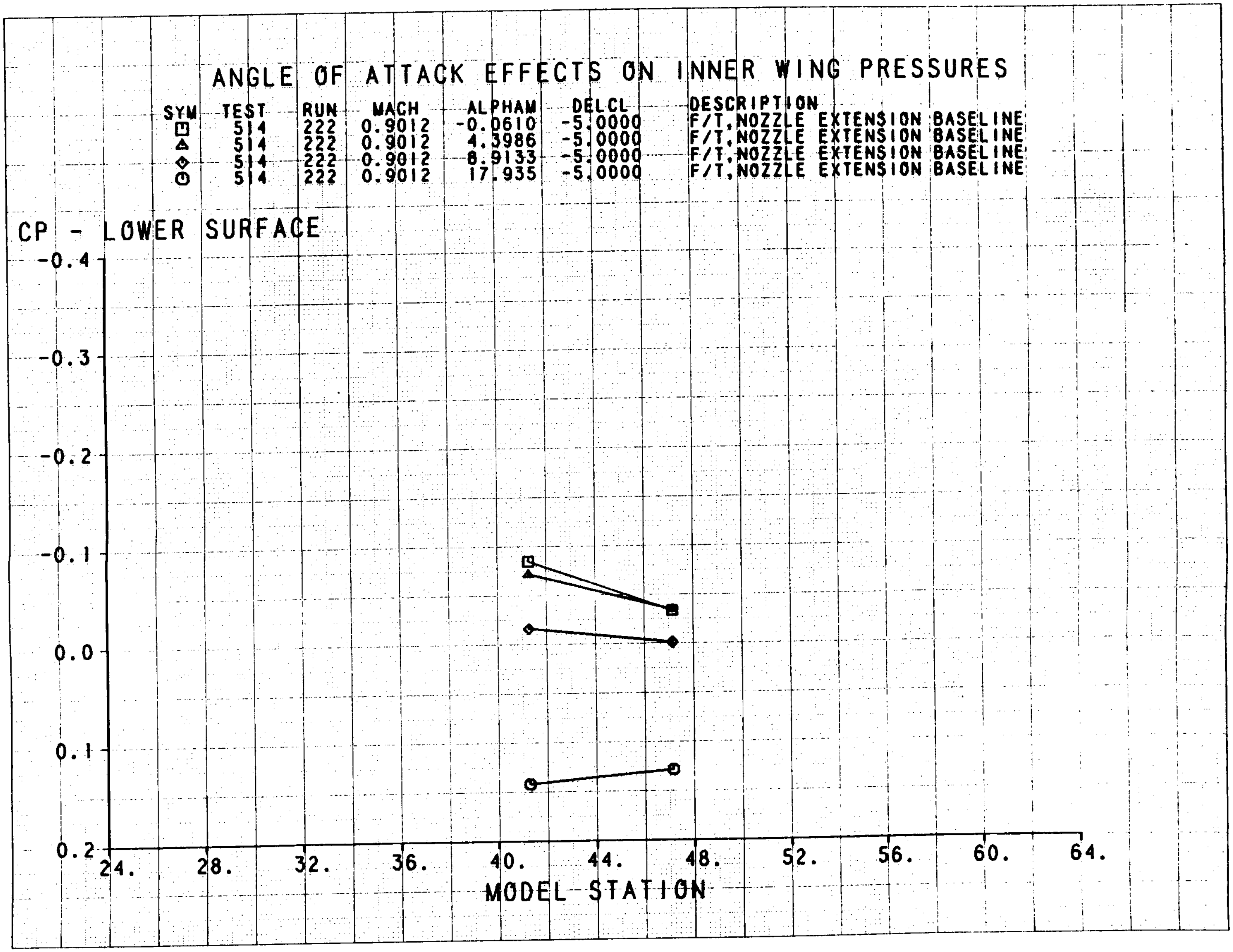

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 222 0.9012 4.3986 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 222 0.9012 8.9133 -5.0000 F/T,NOZZLE EXTENSION BASELINE
514 222 0.9012 17.935 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

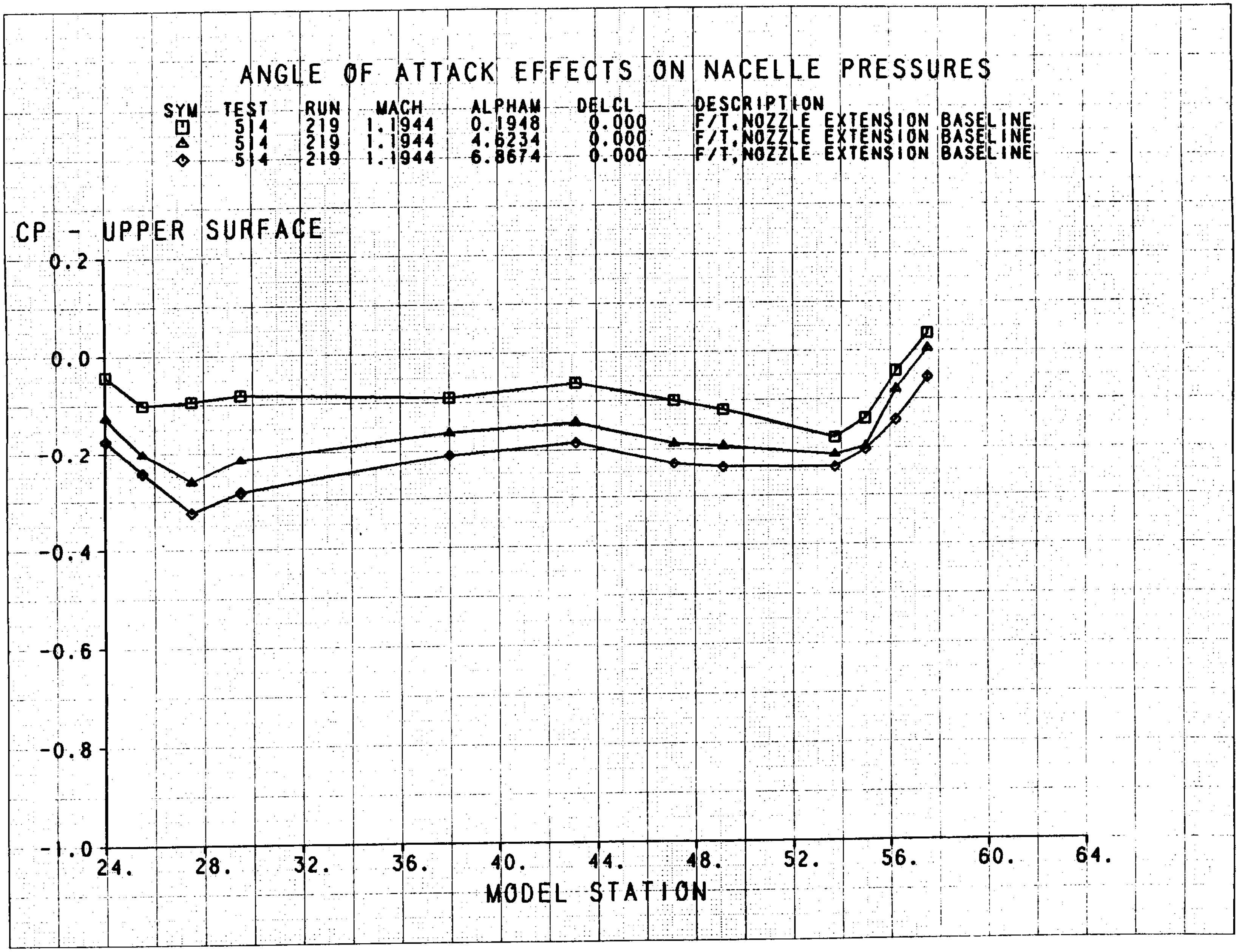

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
△ 514 222 0.9012 4.3986 -5.0000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 222 0.9012 8.9133 -5.0000 F/T,NOZZLE EXTENSION BASELINE
○ 514 222 0.9012 17.935 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

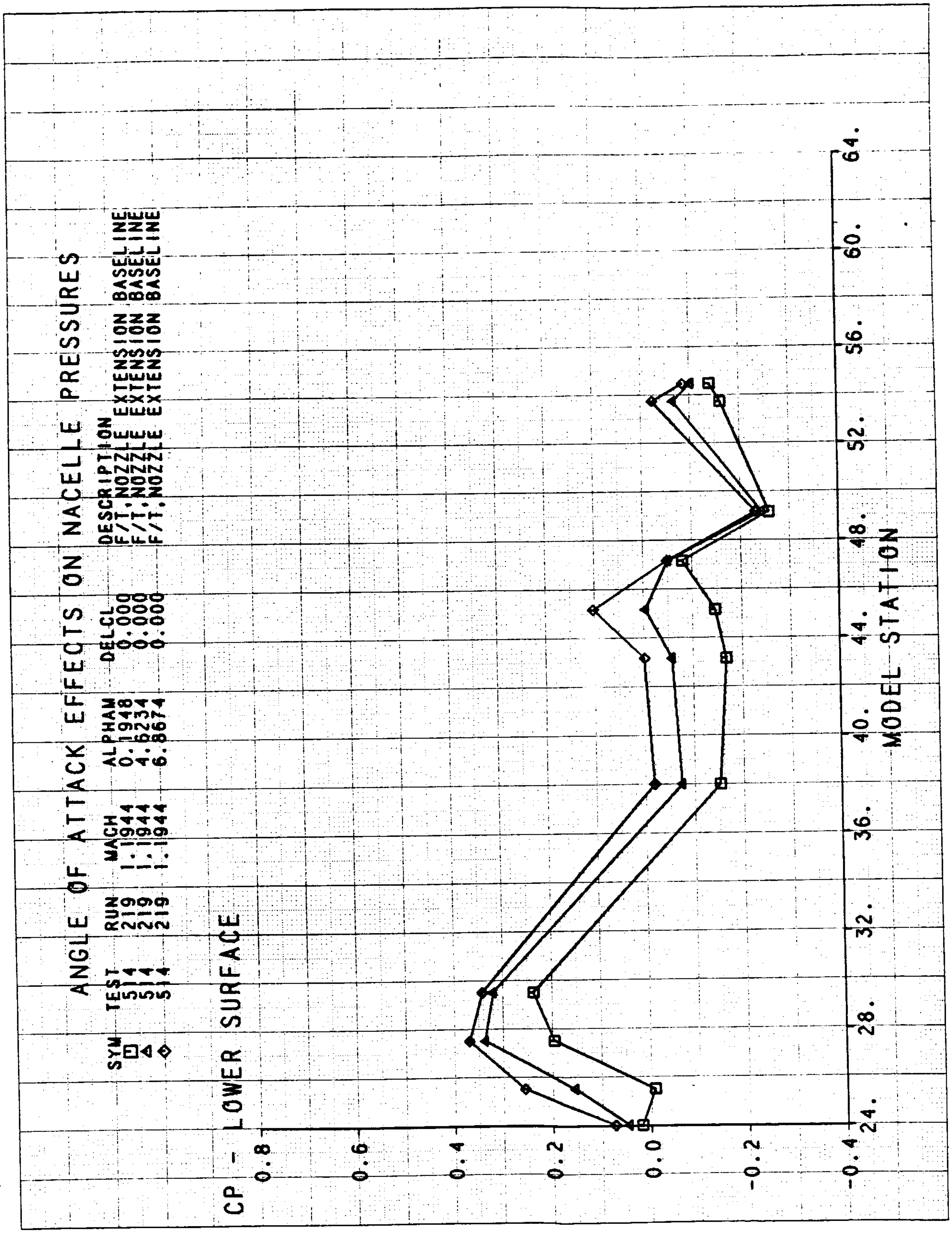

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
△ 514 222 0.9012 4.3986 -5.0000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 222 0.9012 8.9133 -5.0000 F/T,NOZZLE EXTENSION BASELINE
⊙ 514 222 0.9012 17.935 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

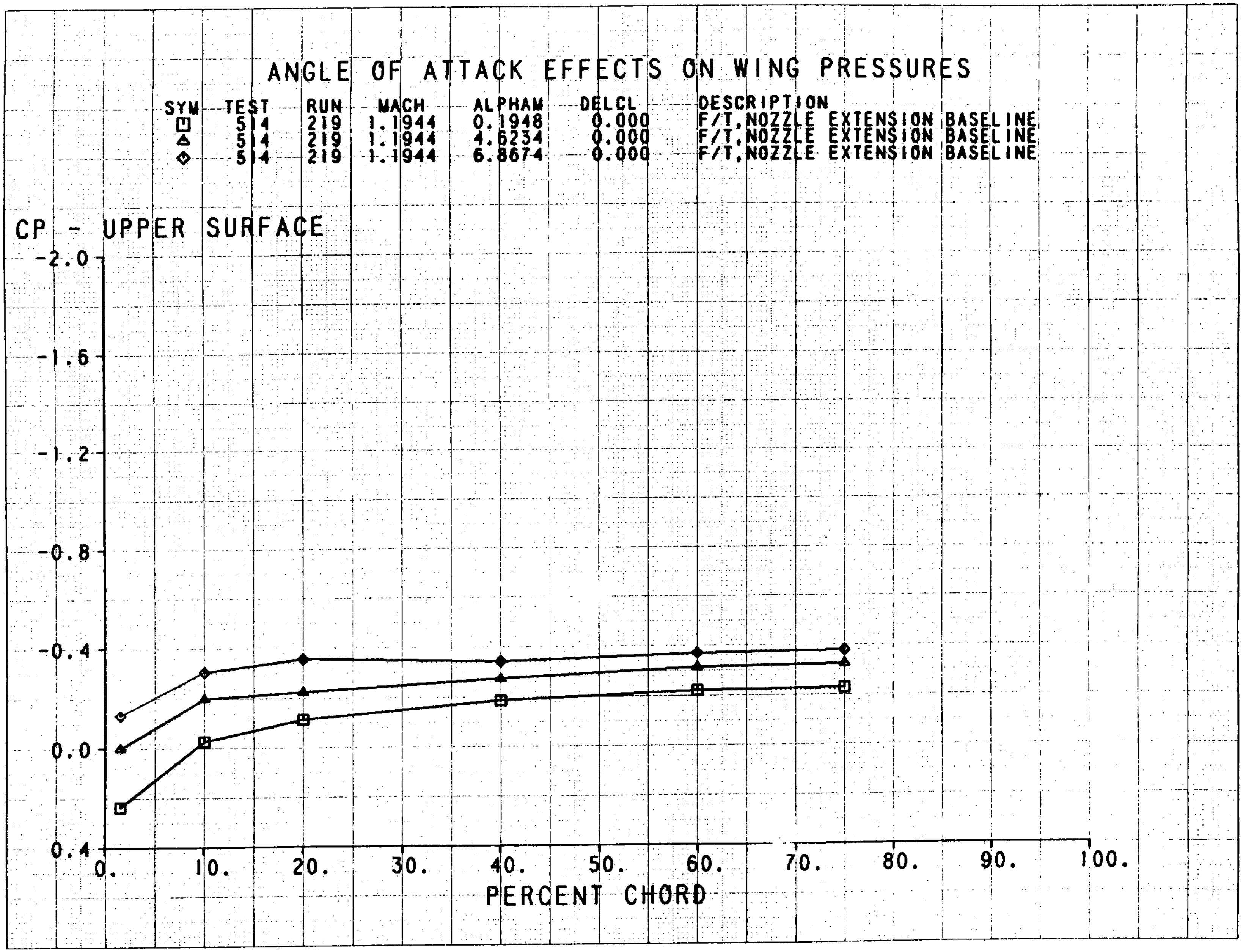


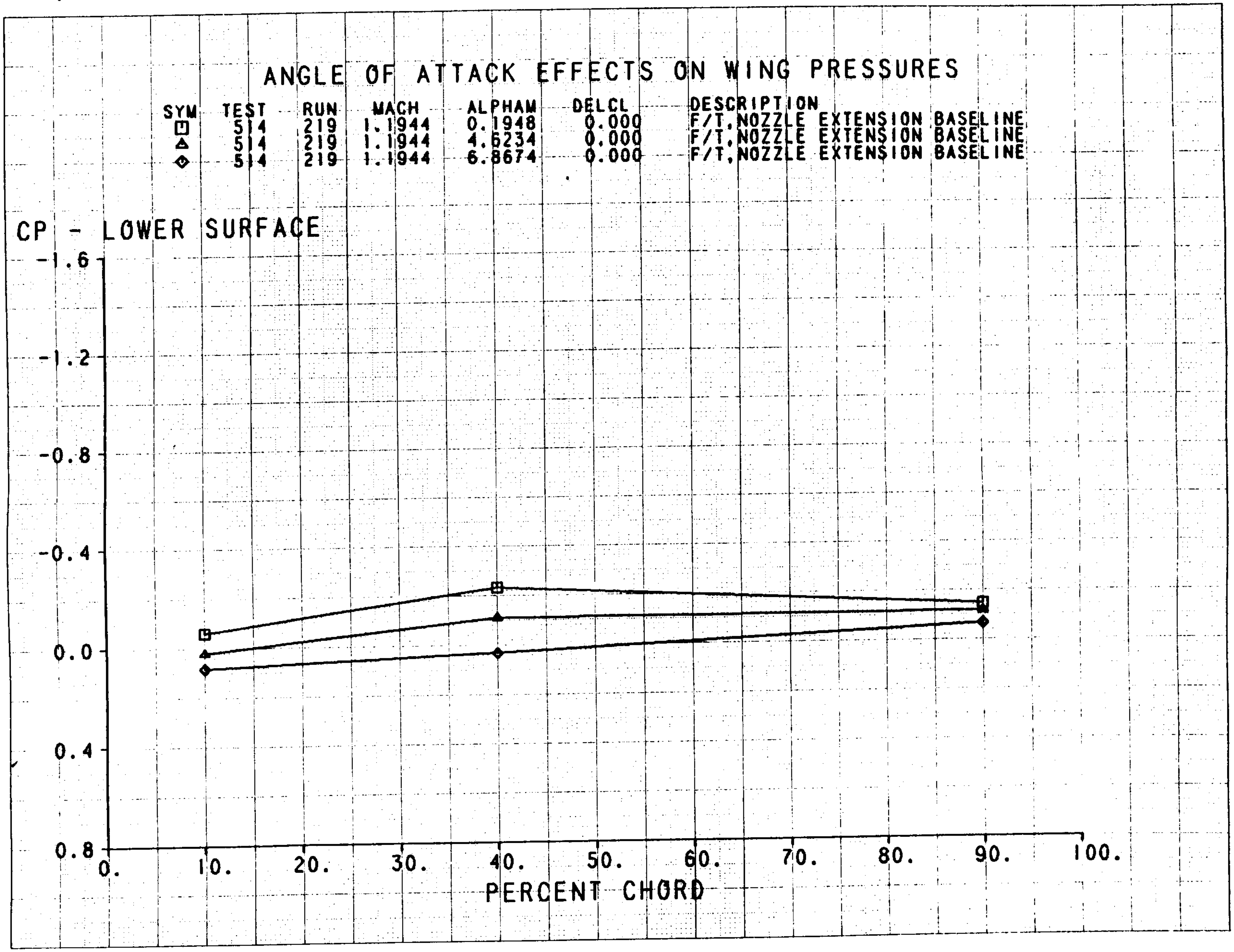
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 222 0.9012 -0.0610 -5.0100 F/T,NOZZLE EXTENSION BASELINE
△ 514 222 0.9012 4.3986 -5.0100 F/T,NOZZLE EXTENSION BASELINE
◇ 514 222 0.9012 8.9133 -5.0100 F/T,NOZZLE EXTENSION BASELINE
○ 514 222 0.9012 17.935 -5.0100 F/T,NOZZLE EXTENSION BASELINE
UPPER SURFACE
CP
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44
48.
52.
56.
60.
64.
MODEL STATION

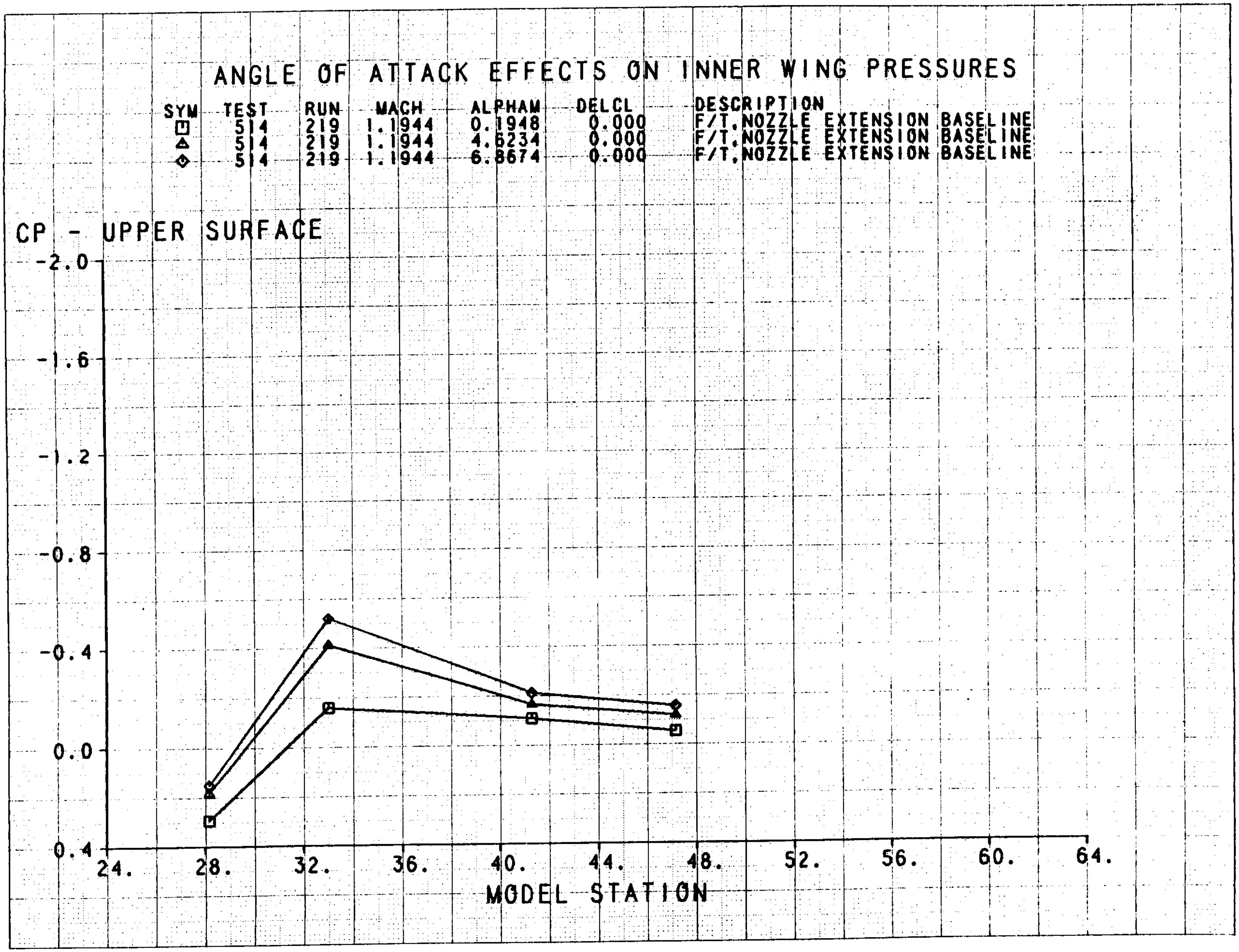

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
△ 514 222 0.9012 4.3986 -5.0000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 222 0.9012 8.9133 -5.0000 F/T,NOZZLE EXTENSION BASELINE
○ 514 222 0.9012 17.935 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 219 1.1944 4.6234 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 219 1.1944 6.8674 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

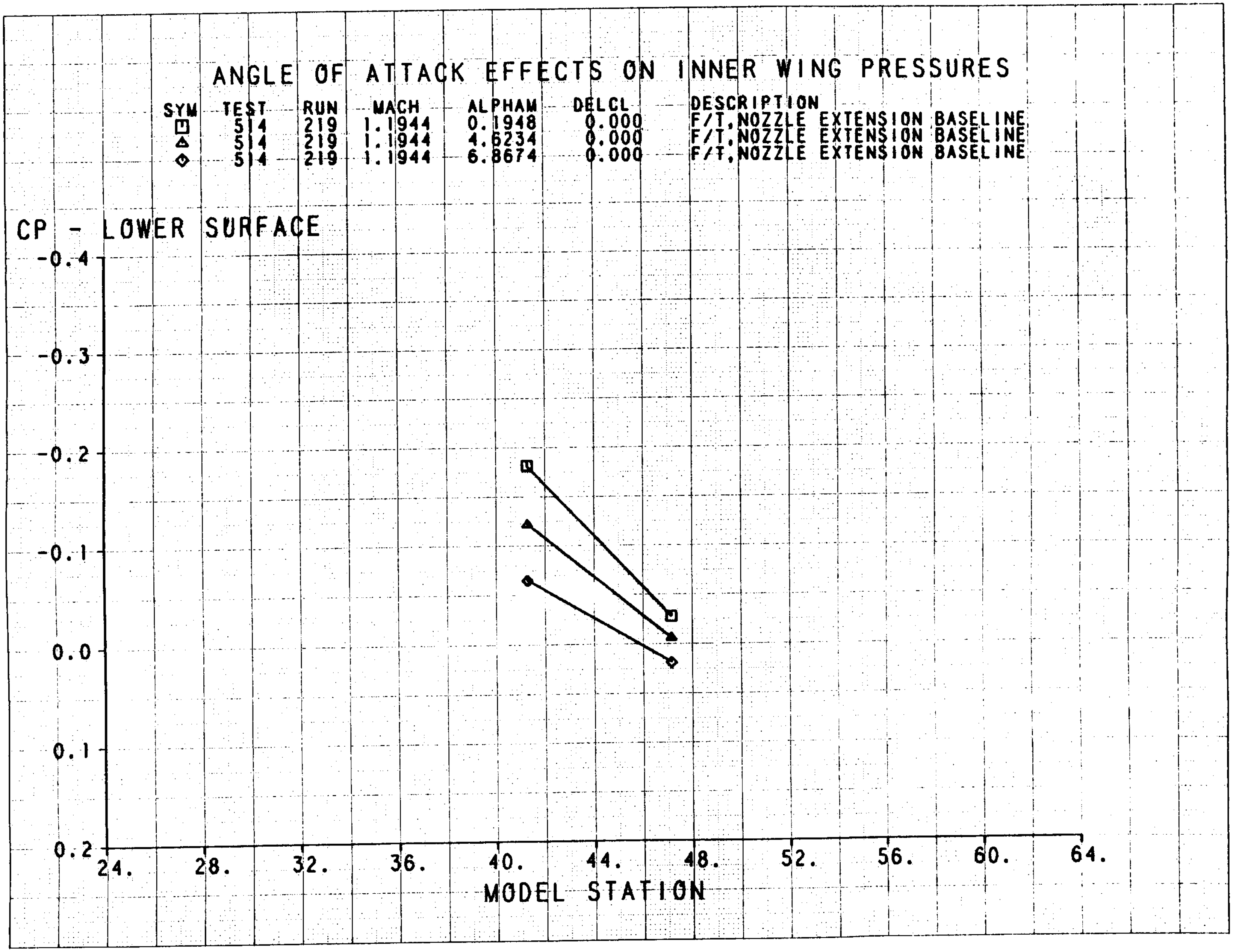

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 219 1.1944 4.6234 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 219 1.1944 6.8674 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 219 1.1944 4.6234 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 219 1.1944 6.8674 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

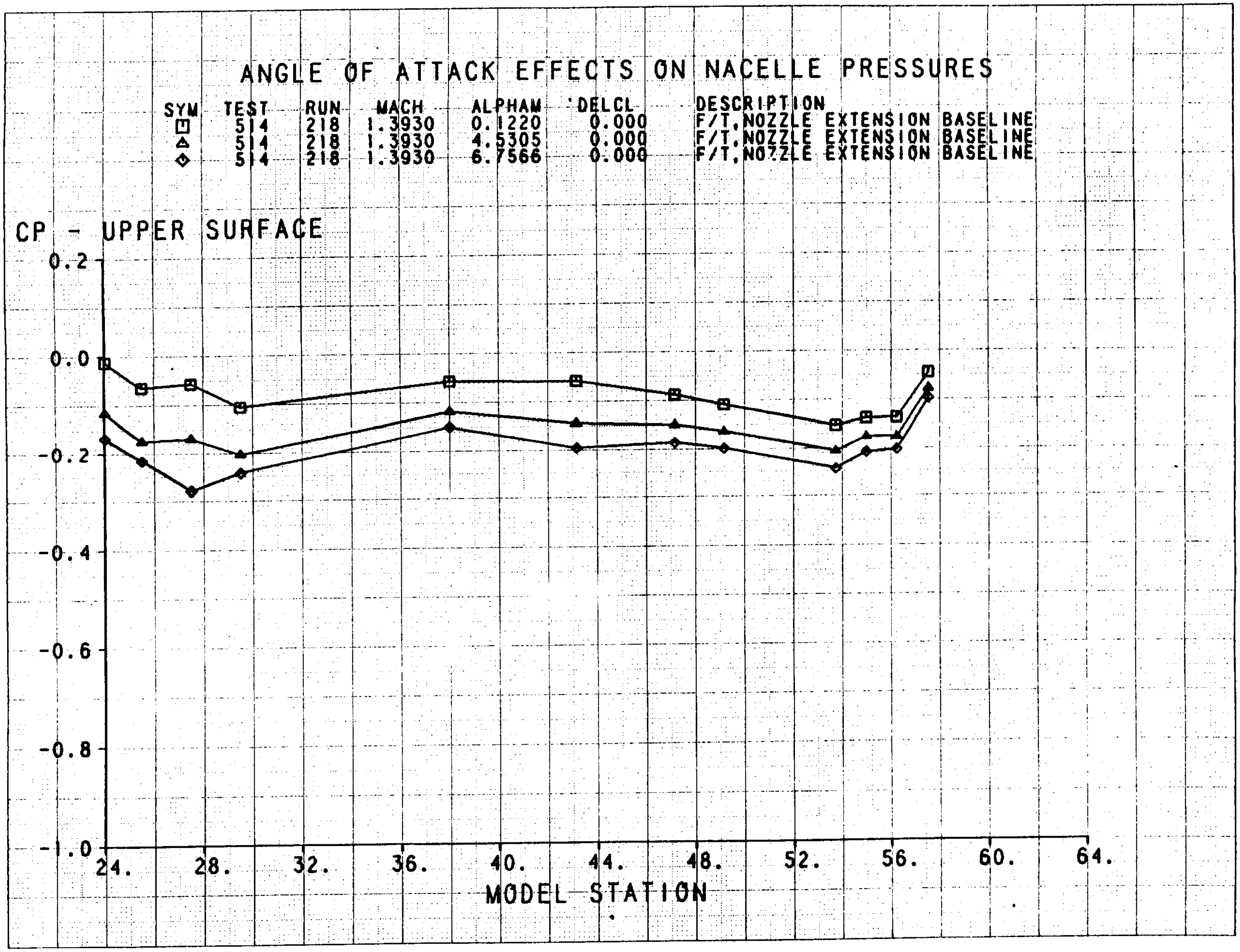

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 219 1.1944 4.6234 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 219 1.1944 6.8674 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

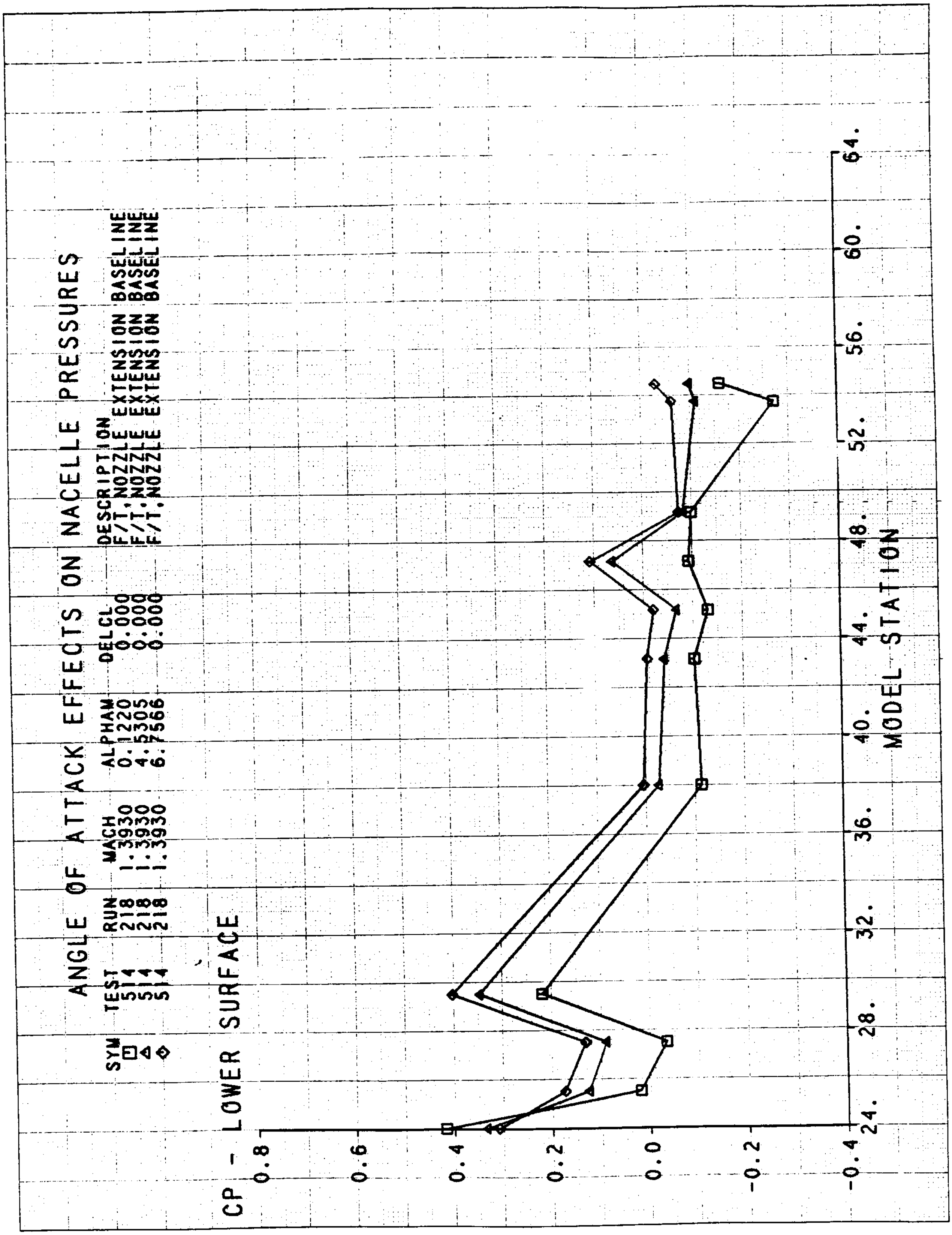


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 219 1.1944 4.6234 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 219 1.1944 6.8674 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

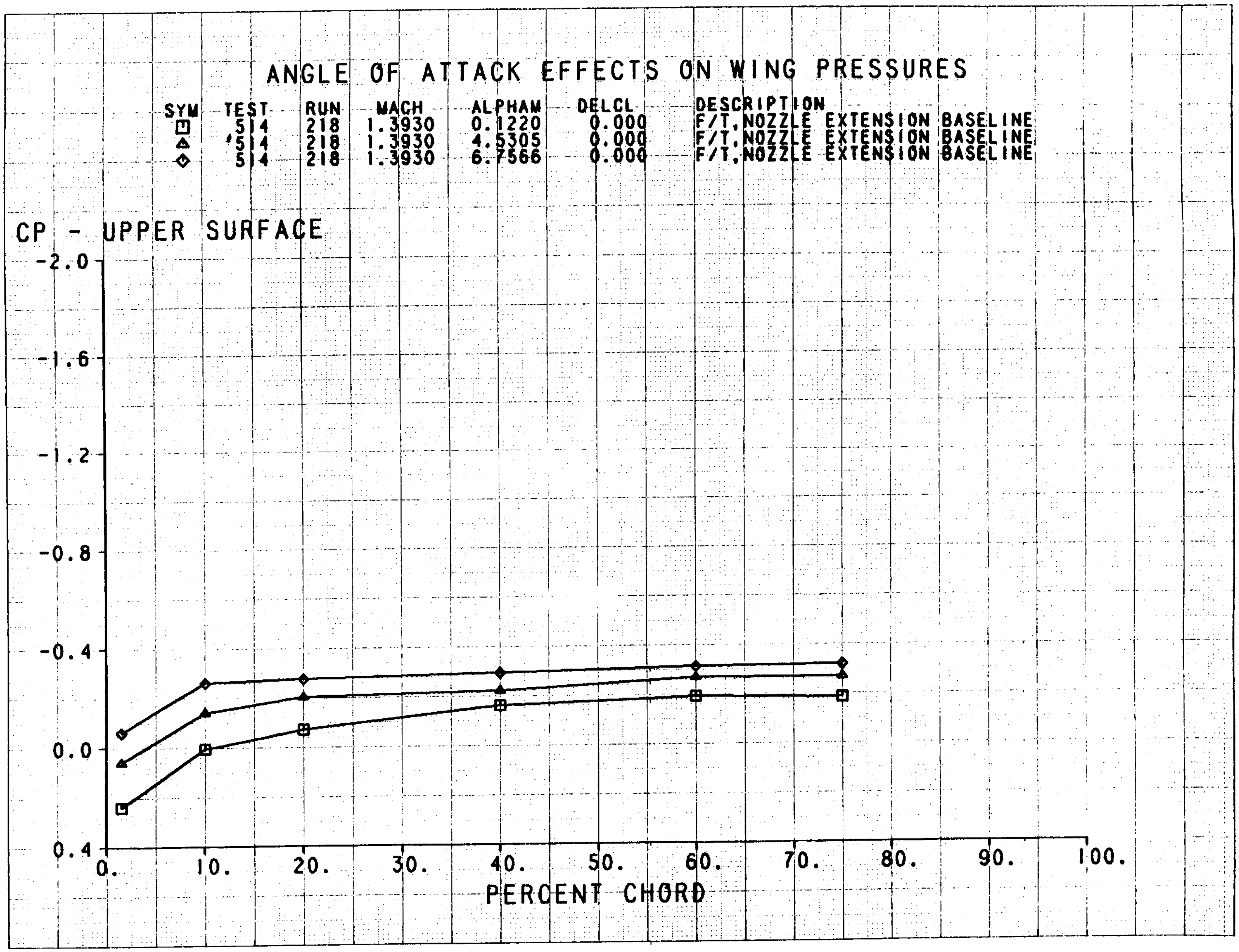


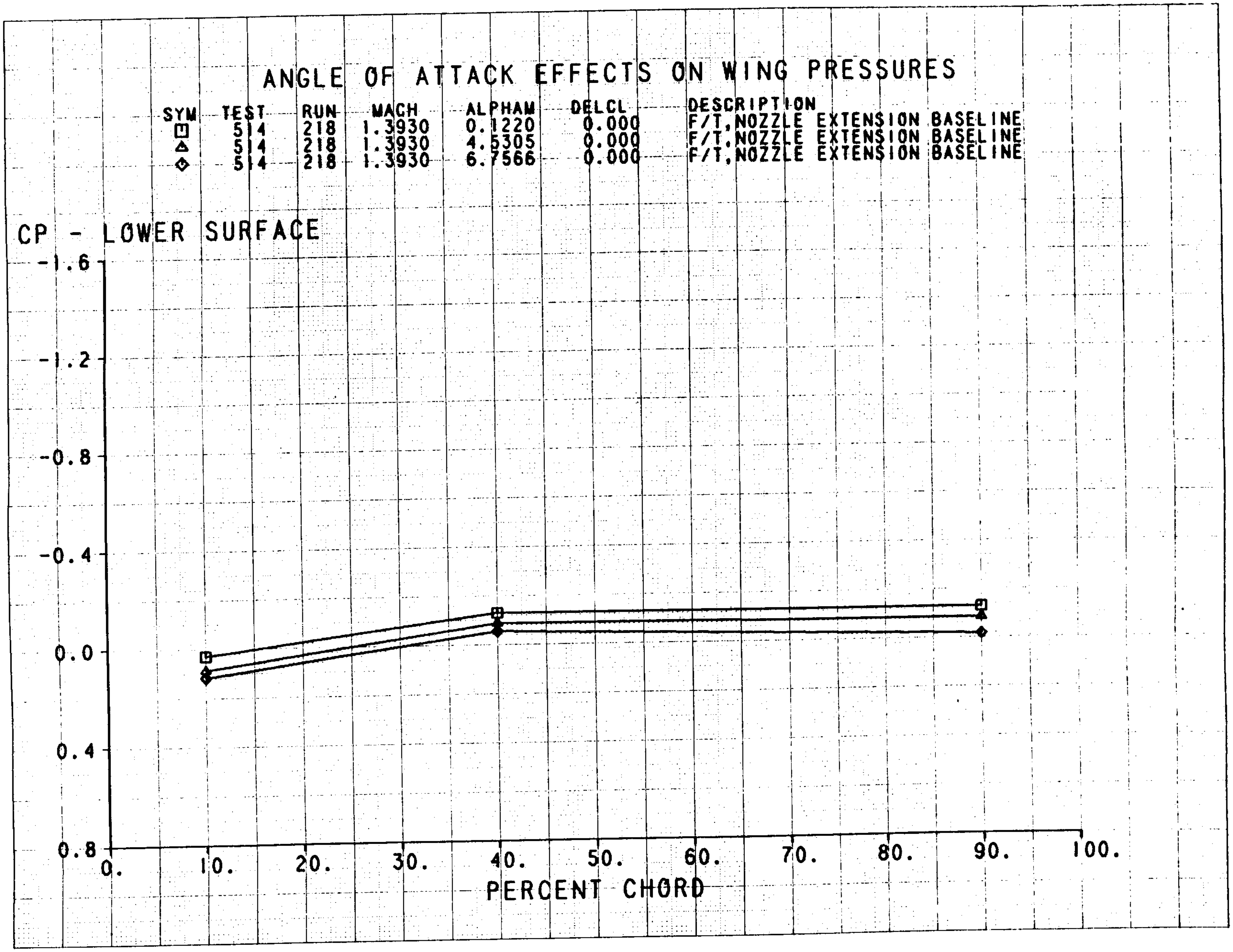
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 219 1.1944 4.6234 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 219 1.1944 6.8674 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
514 218 1.3930 4.5305 0.000 F/T,NOZZLE EXTENSION BASELINE
514 218 1.3930 6.7566 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 218 1.3930 4.5305 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 218 1.3930 6.7566 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 218 1.3930 4.5305 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 218 1.3930 6.7566 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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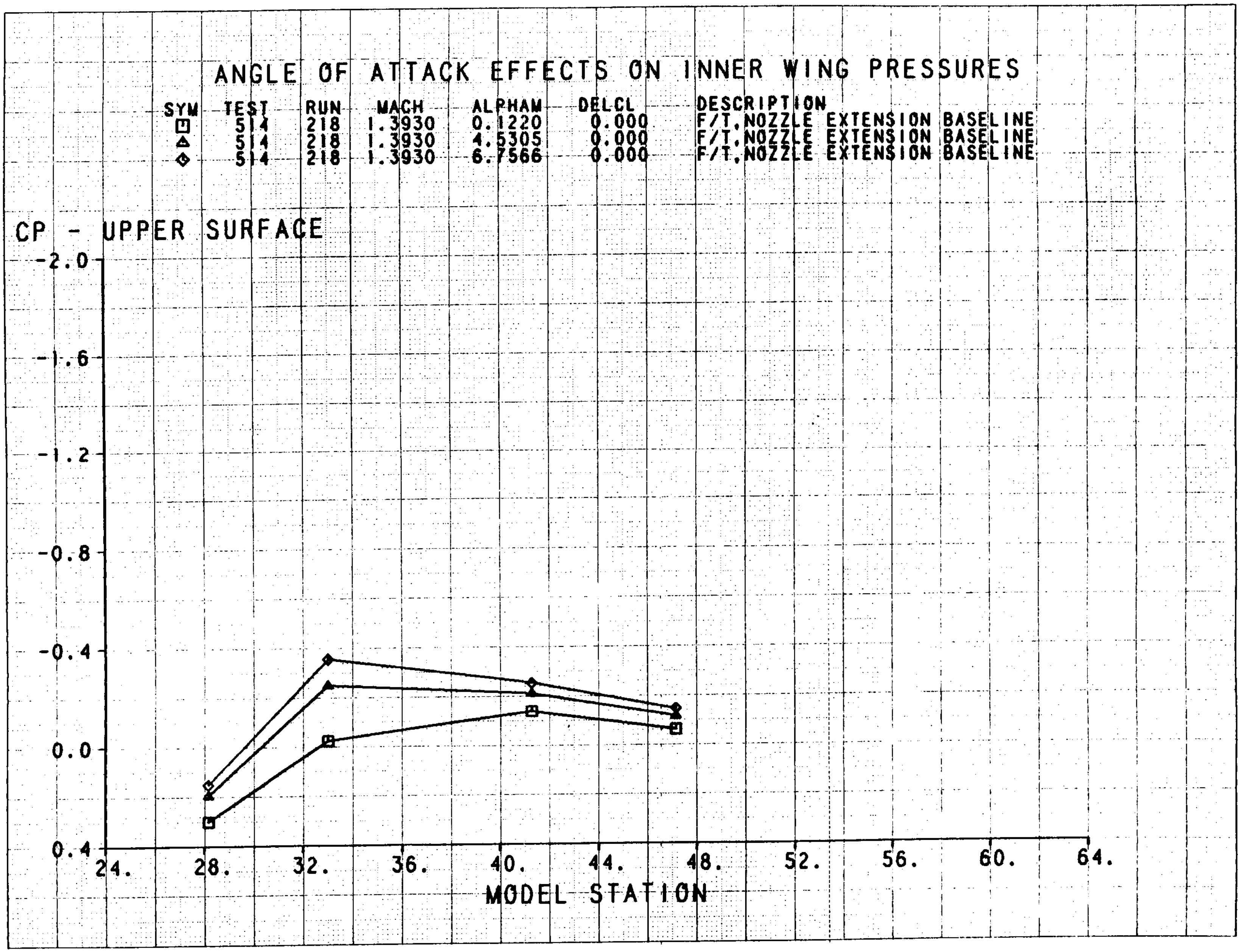
514 218 1.3930 4.5305 0.000 F/T,NOZZLE EXTENSION BASELINE
514 218 1.3930 6.7566 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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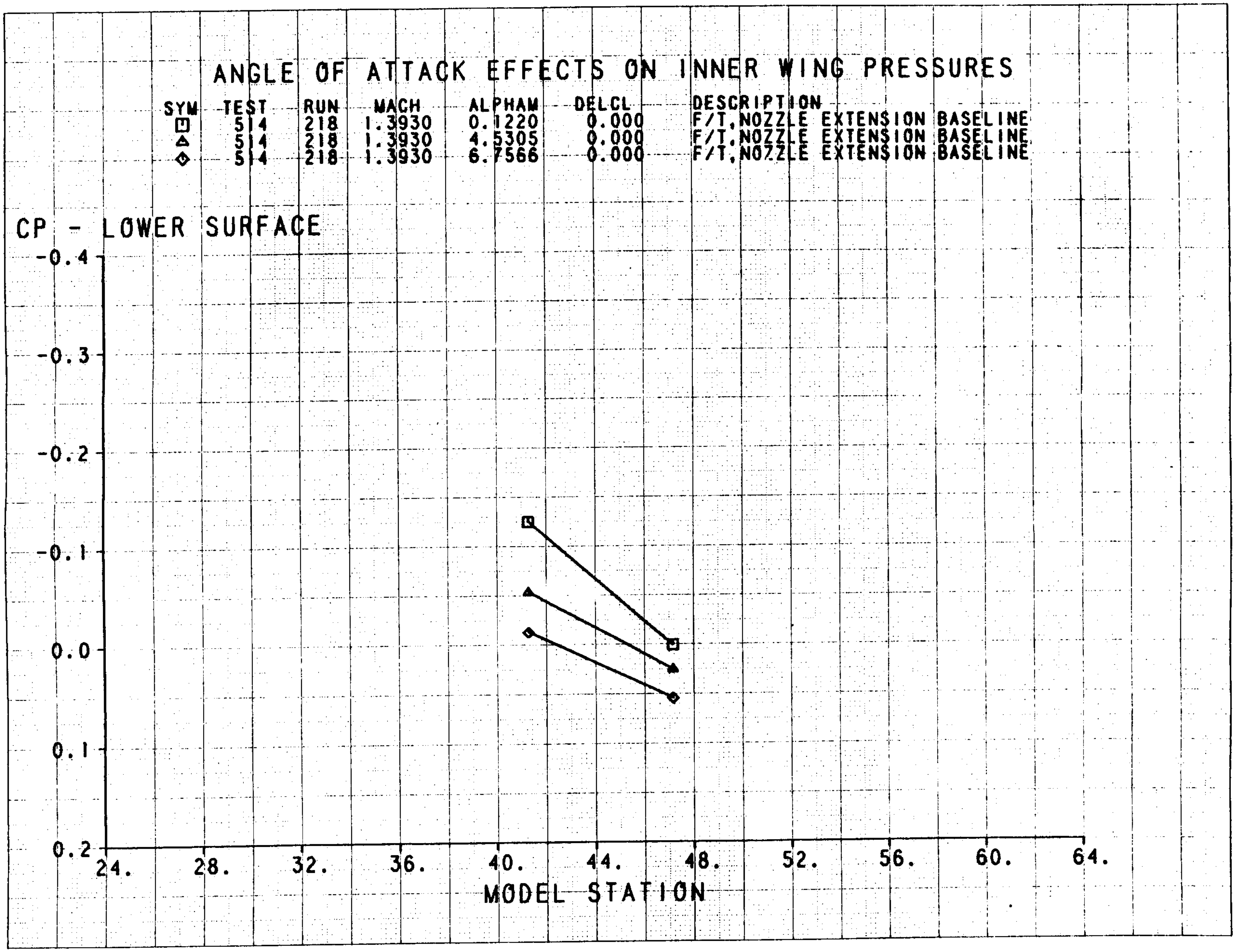
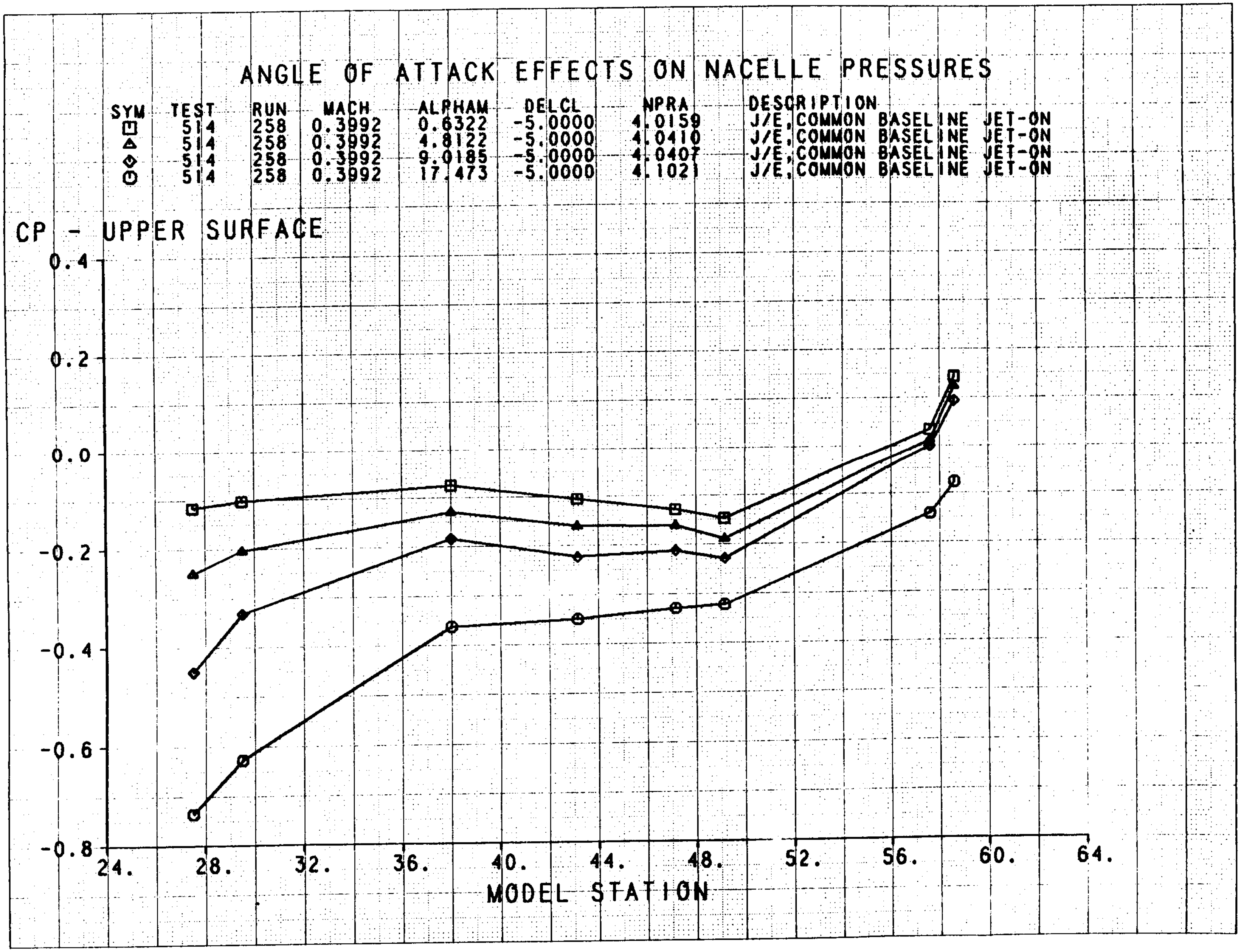
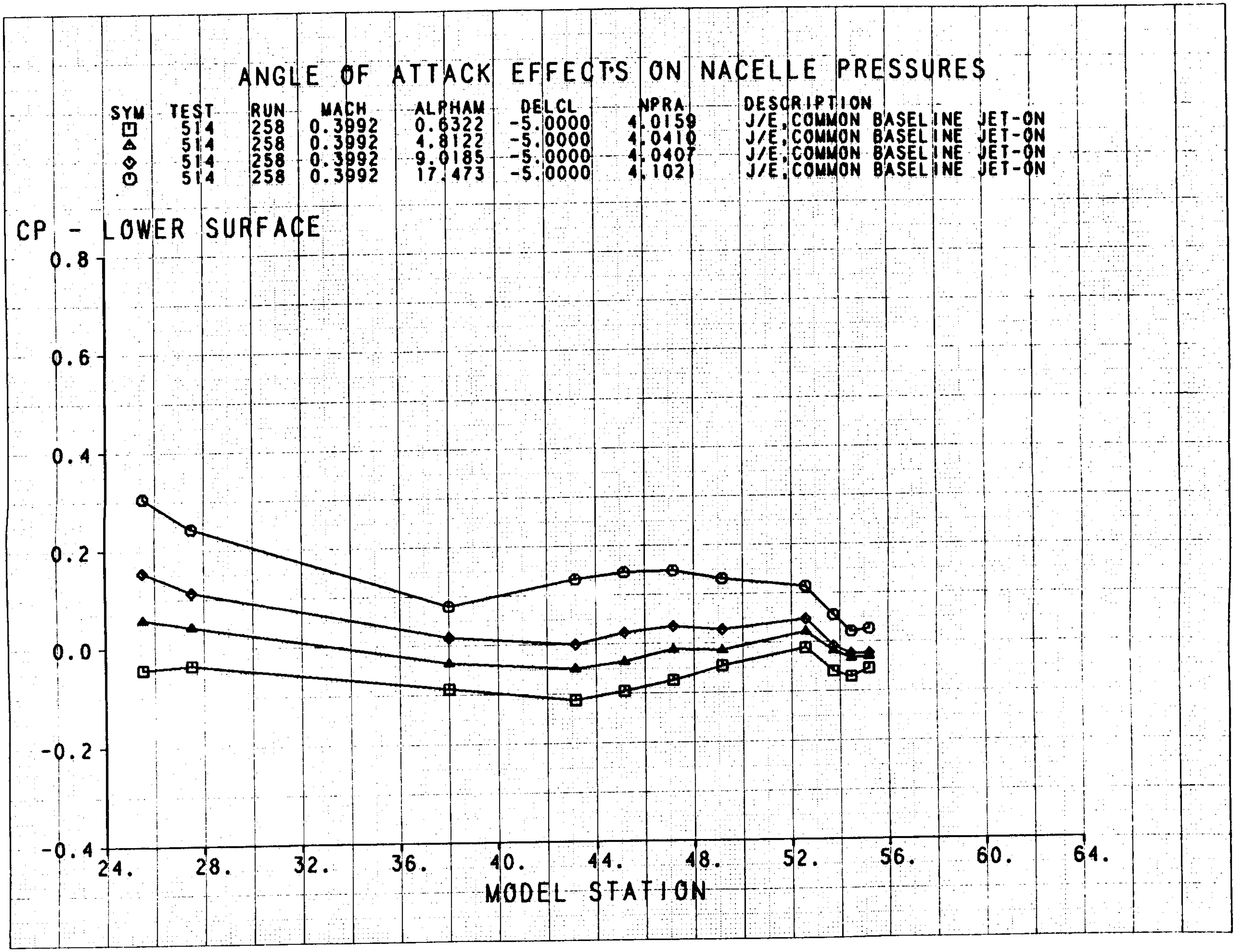
△ 514 218 1.3930 4.5305 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 218 1.3930 6.7566 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
△ 514 218 1.3930 4.5305 0.000 F/T,NOZZLE EXTENSION BASELINE
◇ 514 218 1.3930 6.7566 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E,COMMON BASELINE JET-ON
△ 514 258 0.3992 4.8122 -5.0000 4.0410 J/E,COMMON BASELINE JET-ON
◇ 514 258 0.3992 9.0185 -5.0000 4.0407 J/E,COMMON BASELINE JET-ON
○ 514 258 0.3992 17.473 -5.0000 4.1021 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.4
0.2
0.0
-0.2
-0.4
-0.6
-0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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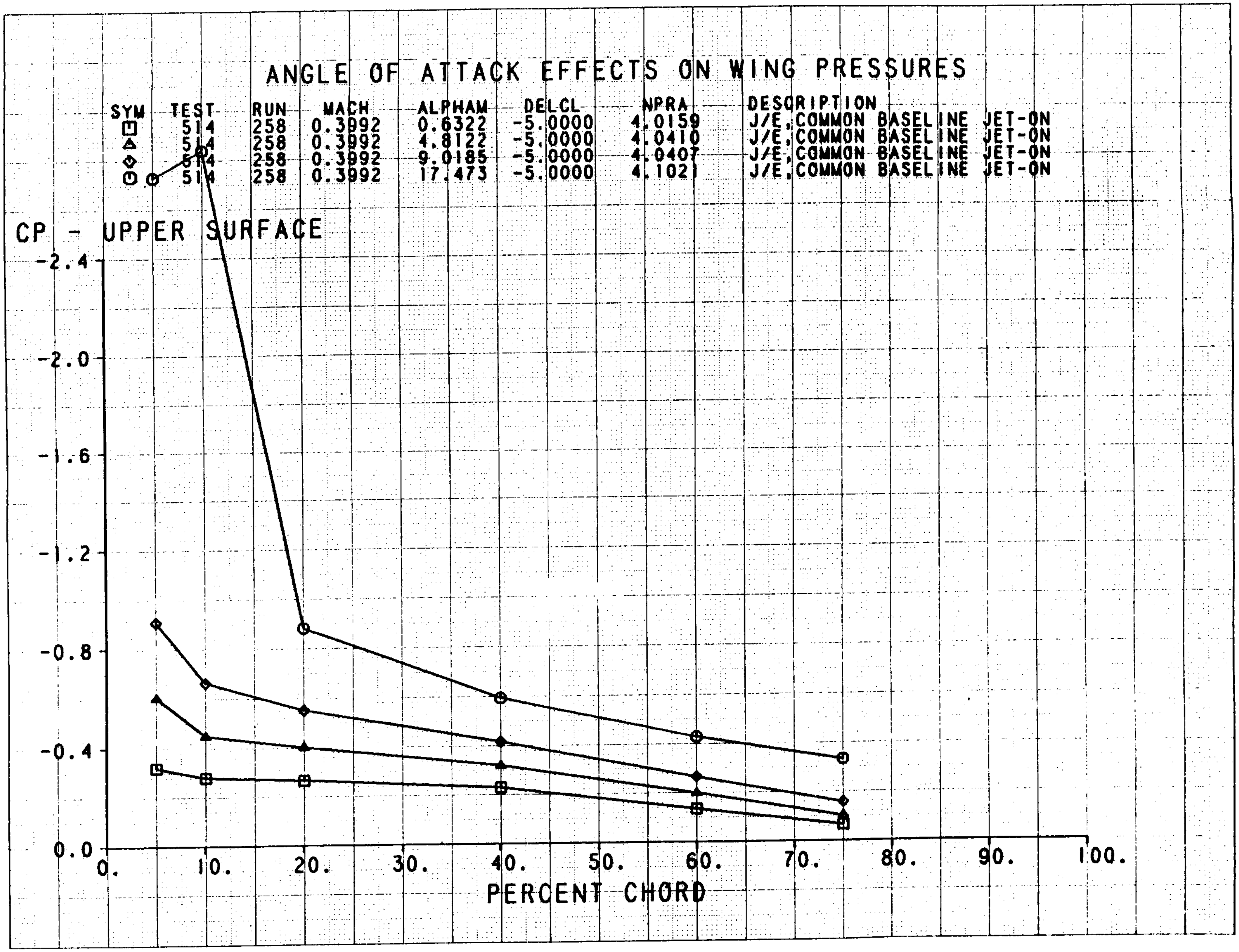
514 258 0.3992 4.8122 -5.0000 4.0410 J/E,COMMON BASELINE JET-ON
514 258 0.3992 9.0185 -5.0000 4.0407 J/E,COMMON BASELINE JET-ON
514 258 0.3992 17.473 -5.0000 4.1021 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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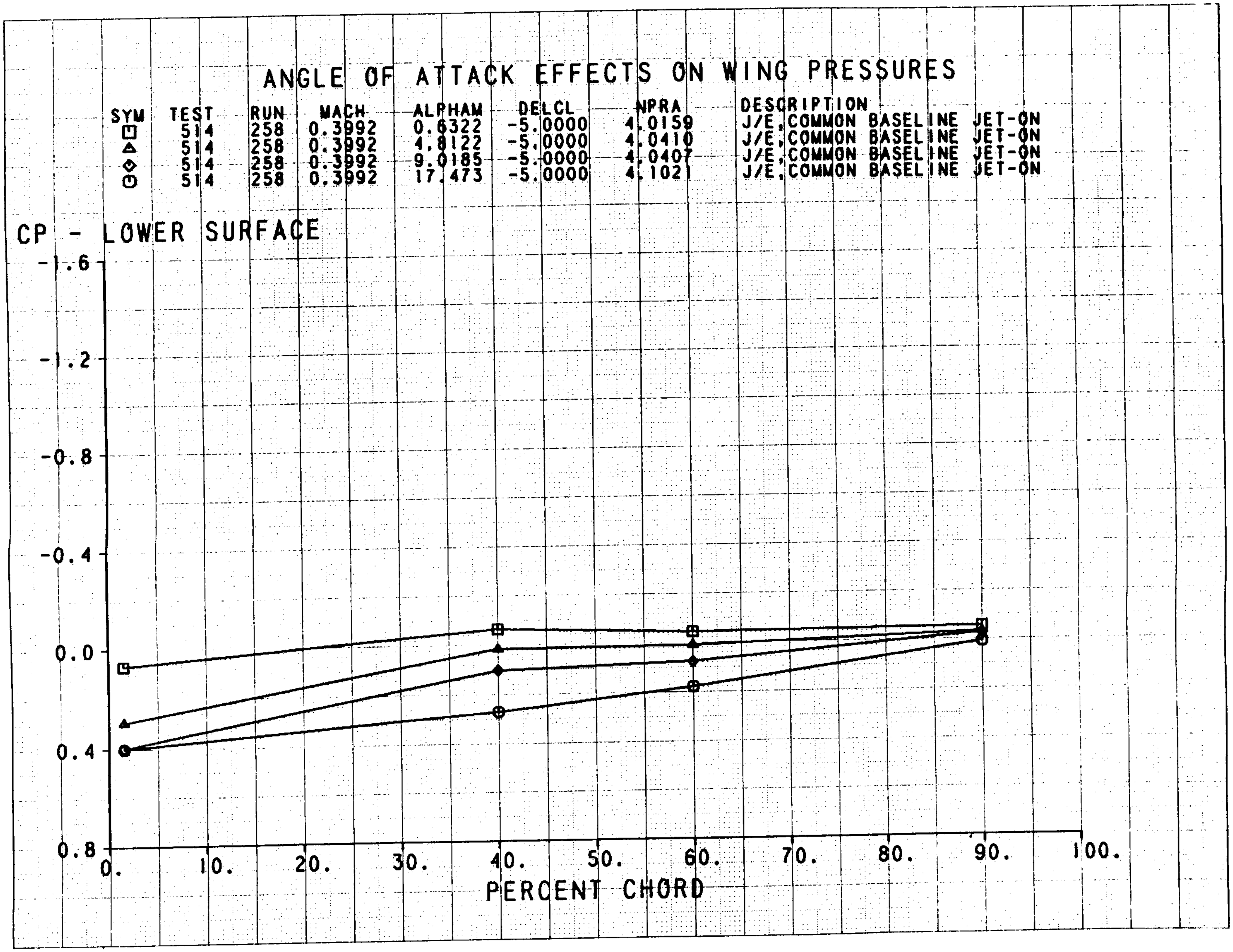
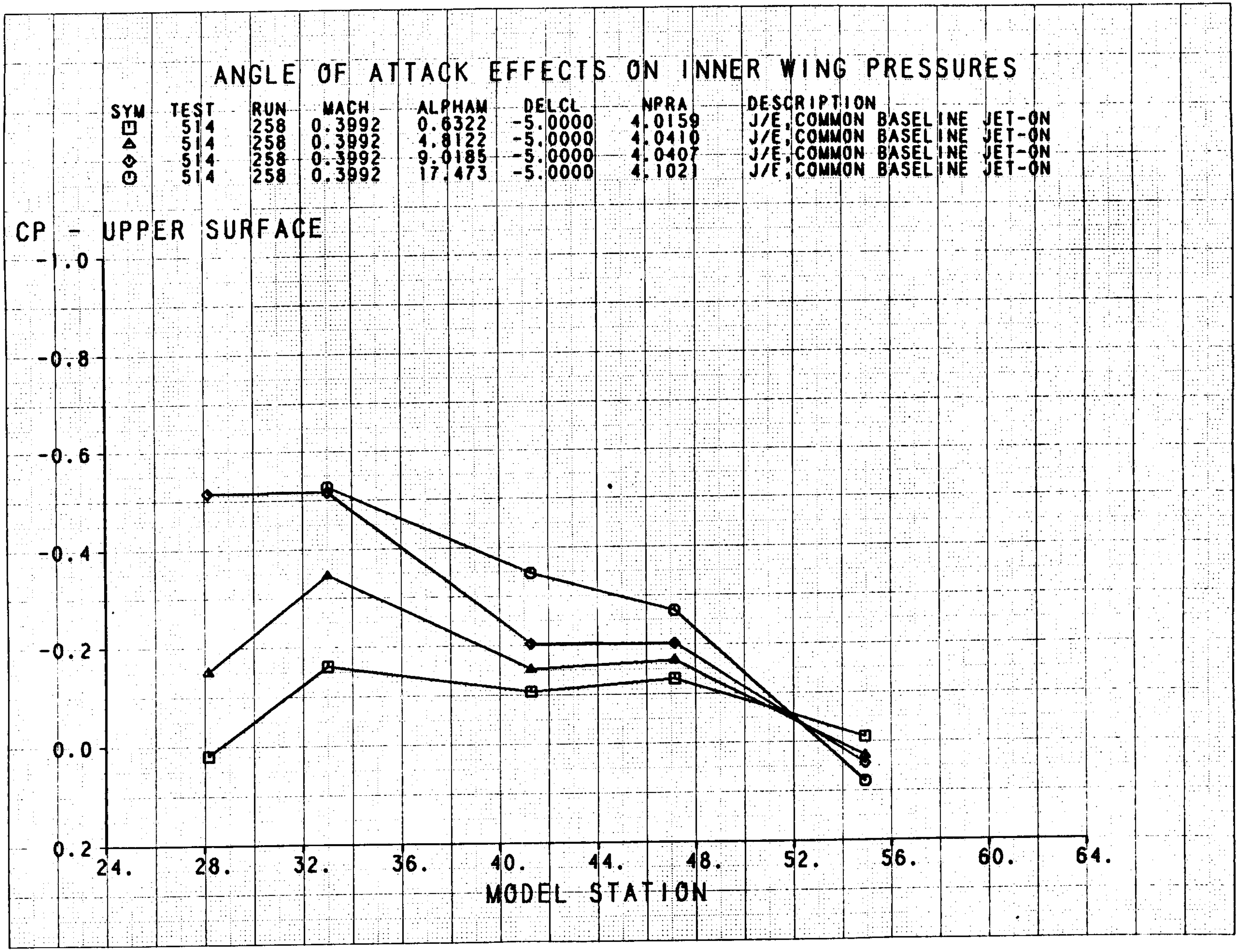
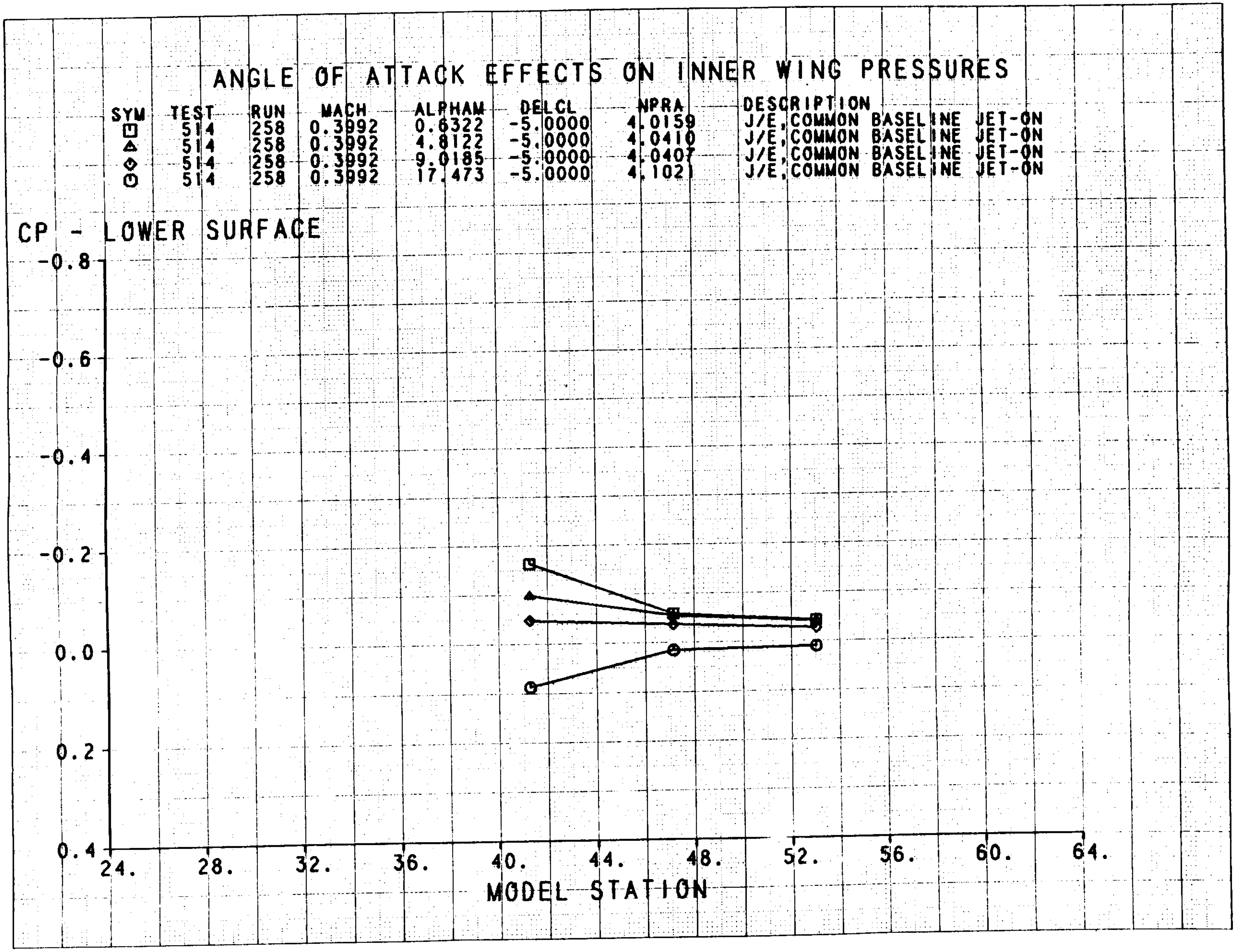
514 258 0.3992 4.8122 -5.0000 4.0410 J/E,COMMON BASELINE JET-ON
514 258 0.3992 9.0185 -5.0000 4.0407 J/E,COMMON BASELINE JET-ON
514 258 0.3992 17.473 -5.0000 4.1021 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E,COMMON BASELINE JET-ON
△ 514 258 0.3992 4.8122 -5.0000 4.0410 J/E,COMMON BASELINE JET-ON
◇ 514 258 0.3992 9.0185 -5.0000 4.0407 J/E,COMMON BASELINE JET-ON
⊙ 514 258 0.3992 17.473 -5.0000 4.1021 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 258 0.3992 0.6322 -5.0000 4.0159 J/E,COMMON BASELINE JET-ON
△ 514 258 0.3992 4.8122 -5.0000 4.0410 J/E,COMMON BASELINE JET-ON
◇ 514 258 0.3992 9.0185 -5.0000 4.0407 J/E,COMMON BASELINE JET-ON
⊙ 514 258 0.3992 17.473 -5.0000 4.1021 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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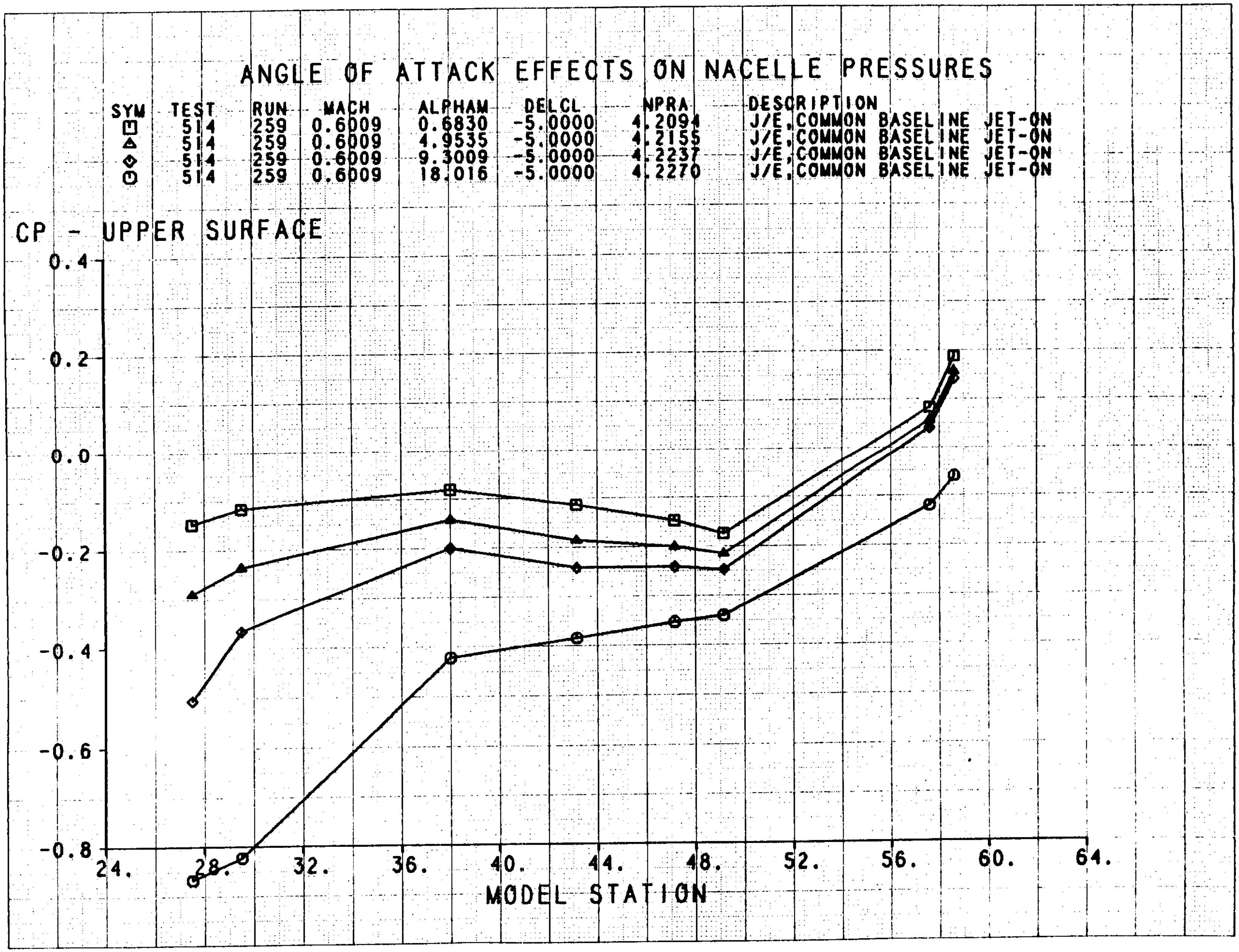
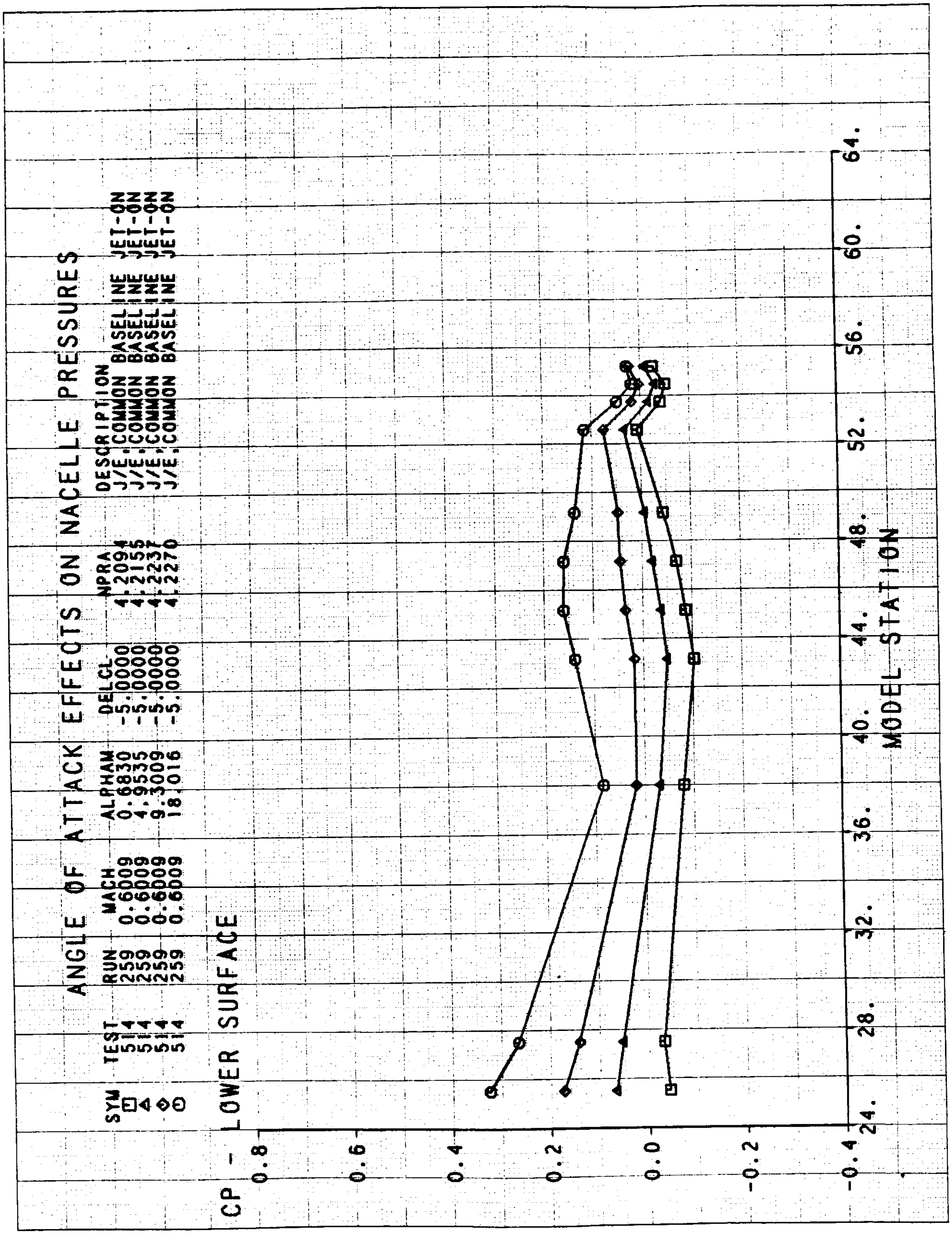
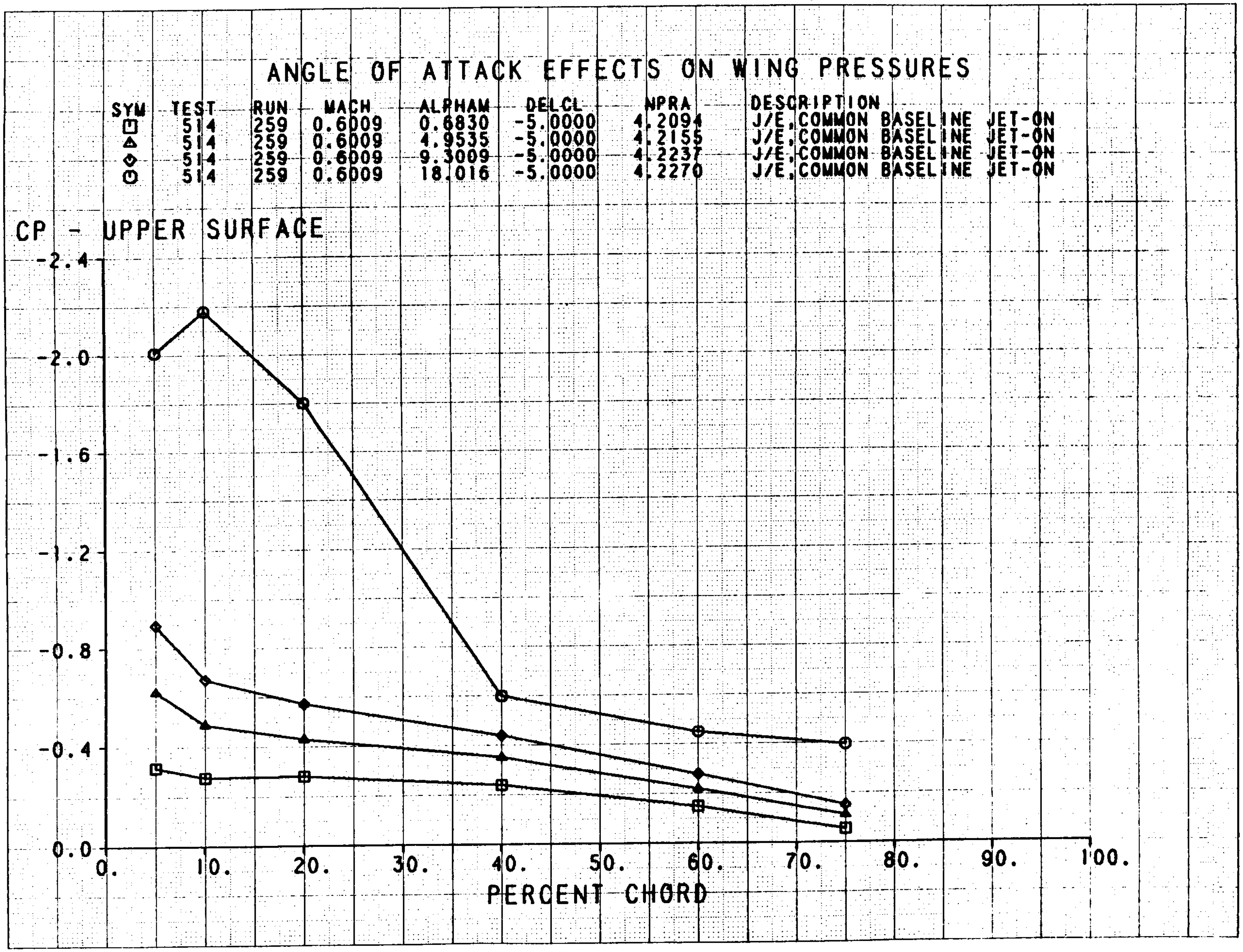
514 258 0.3992 4.8122 -5.0000 4.0410 J/E,COMMON BASELINE JET-ON
514 258 0.3992 9.0185 -5.0000 4.0407 J/E,COMMON BASELINE JET-ON
514 258 0.3992 17.473 -5.0000 4.1021 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 259 0.6009 0.6830 -5.0000 4.2094 J/E,COMMON BASELINE JET-ON
△ 514 259 0.6009 4.9535 -5.0000 4.2155 J/E,COMMON BASELINE JET-ON
◇ 514 259 0.6009 9.3009 -5.0000 4.2237 J/E,COMMON BASELINE JET-ON
○ 514 259 0.6009 18.016 -5.0000 4.2270 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.4
0.2
0.0
-0.2
-0.4
-0.6
-0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 259 0.6009 0.6830 -5.0000 4.2094 J/E,COMMON BASELINE JET-ON
514 259 0.6009 4.9535 -5.0000 4.2155 J/E,COMMON BASELINE JET-ON
514 259 0.6009 9.3009 -5.0000 4.2237 J/E,COMMON BASELINE JET-ON
514 259 0.6009 18.016 -5.0000 4.2270 J/E,COMMON BASELINE JET-ON
LOWER SURFACE
CP -
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
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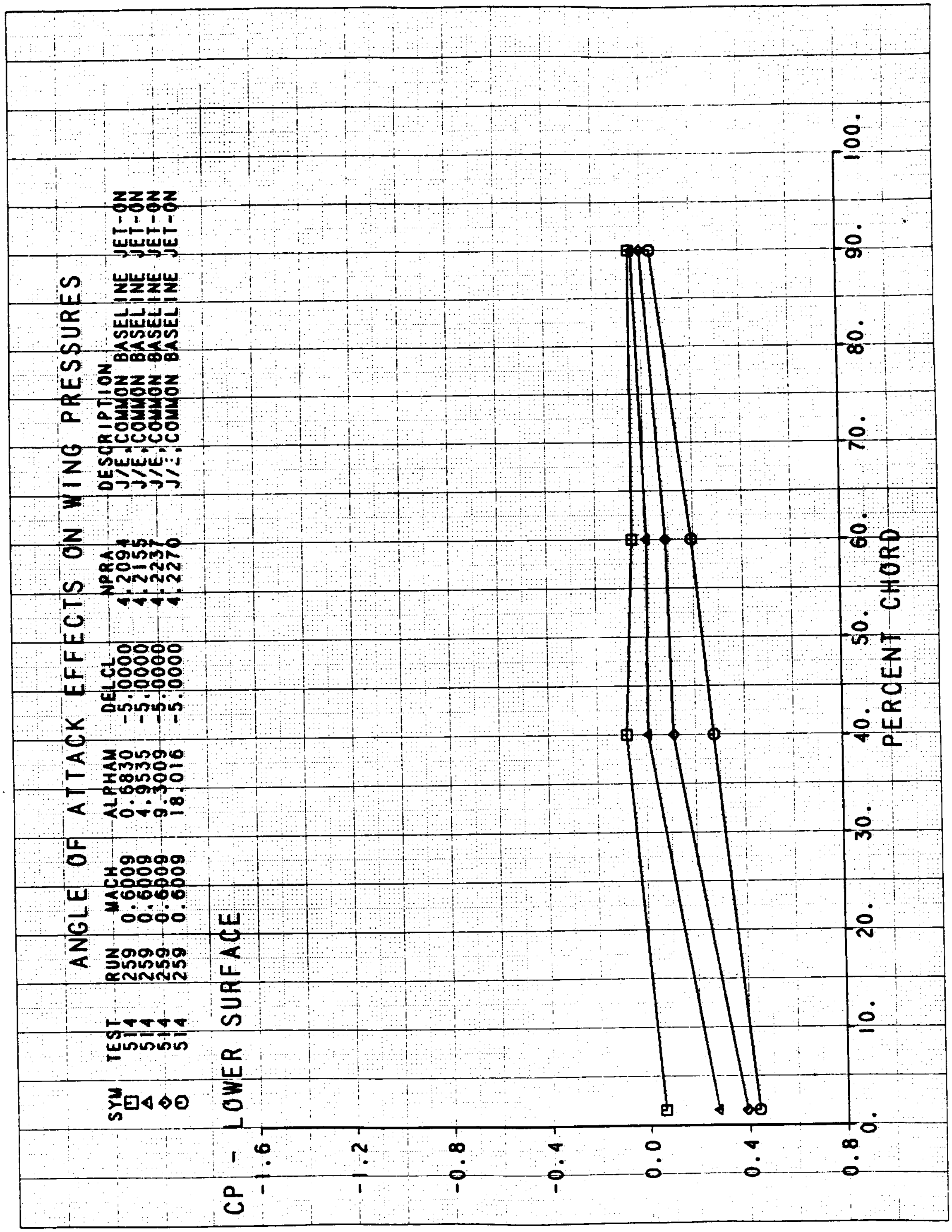
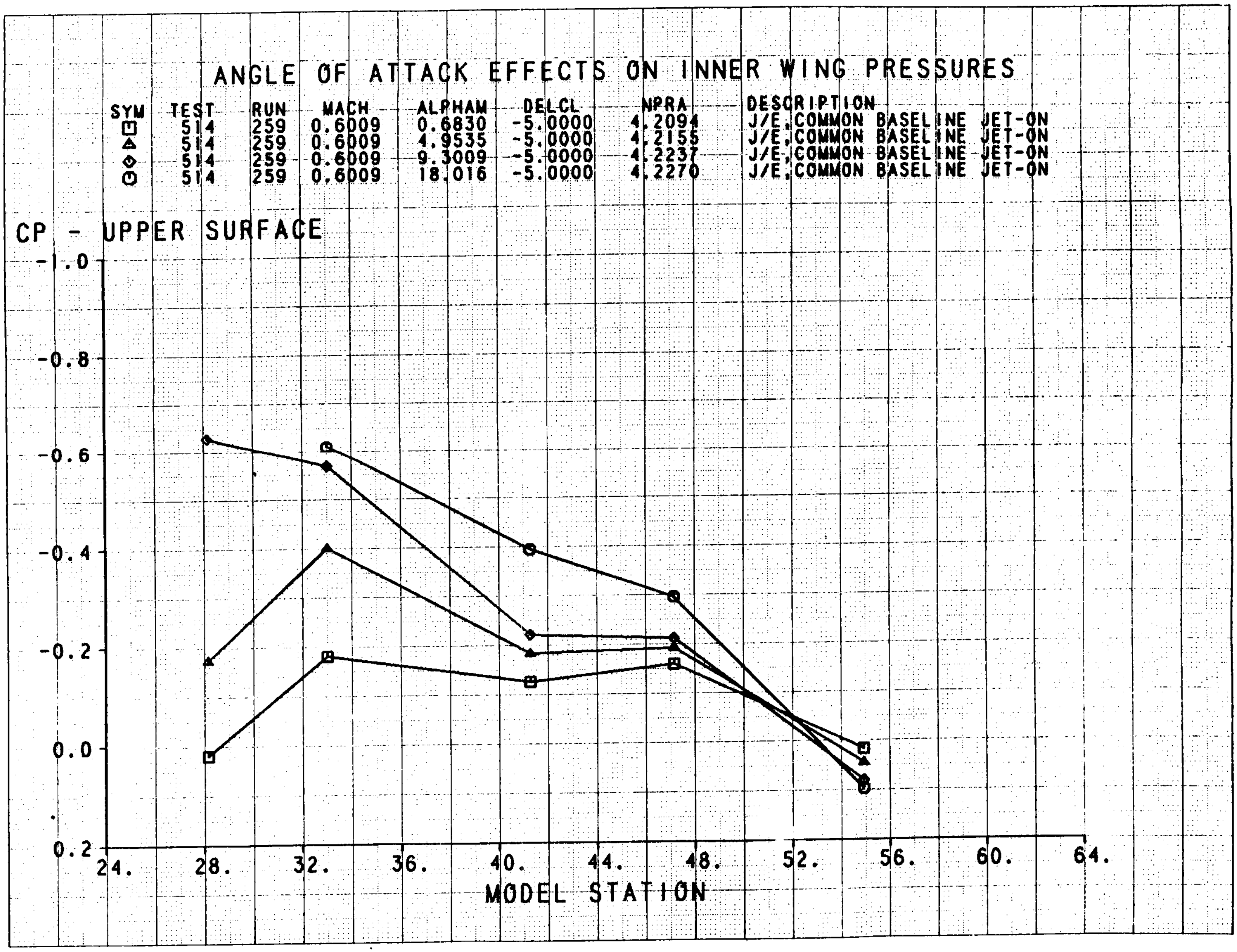
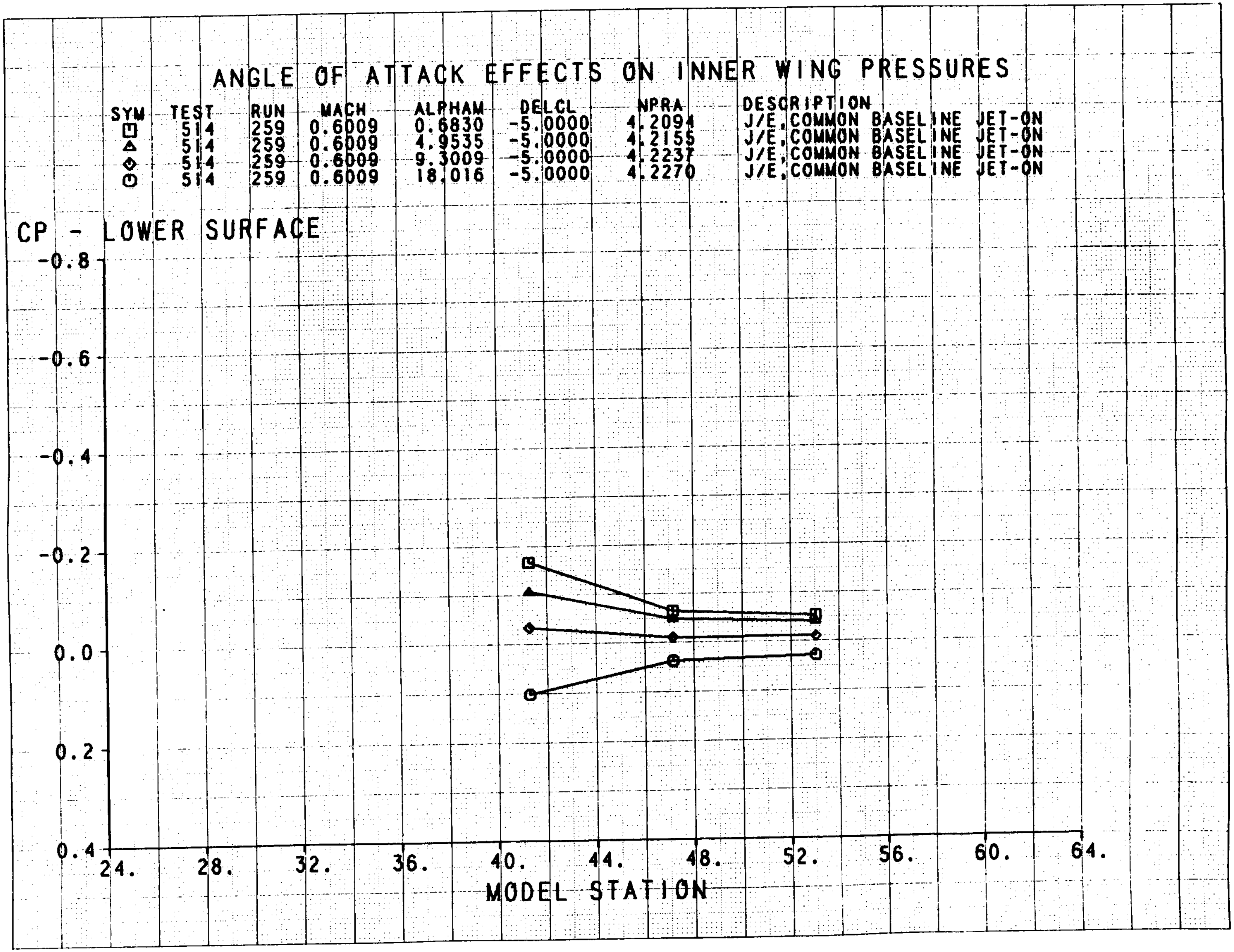
514 259 0.6009 4.9535 -5.0000 4.2155 J/E,COMMON BASELINE JET-ON
514 259 0.6009 9.3009 -5.0000 4.2237 J/E,COMMON BASELINE JET-ON
514 259 0.6009 18.016 -5.0000 4.2270 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

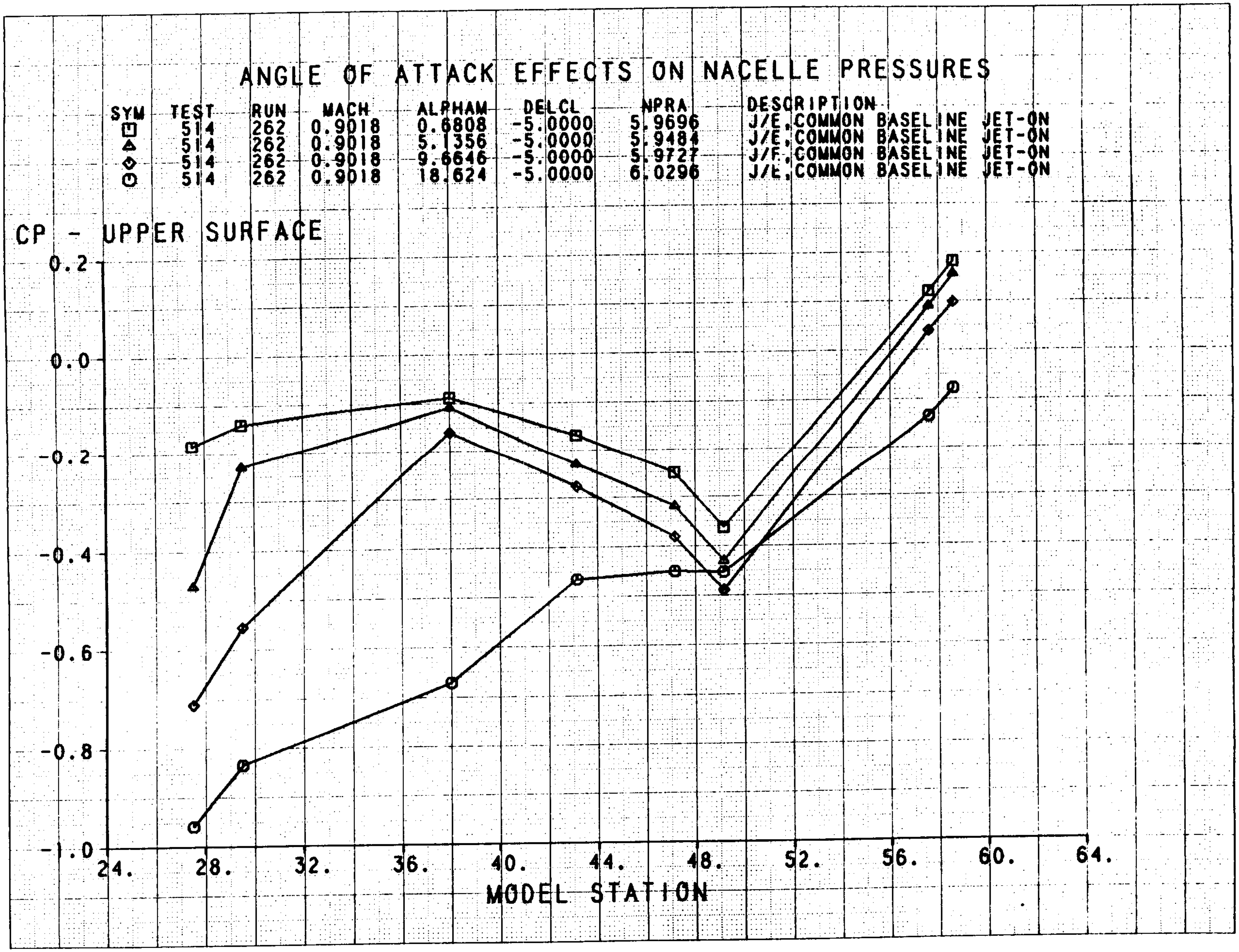


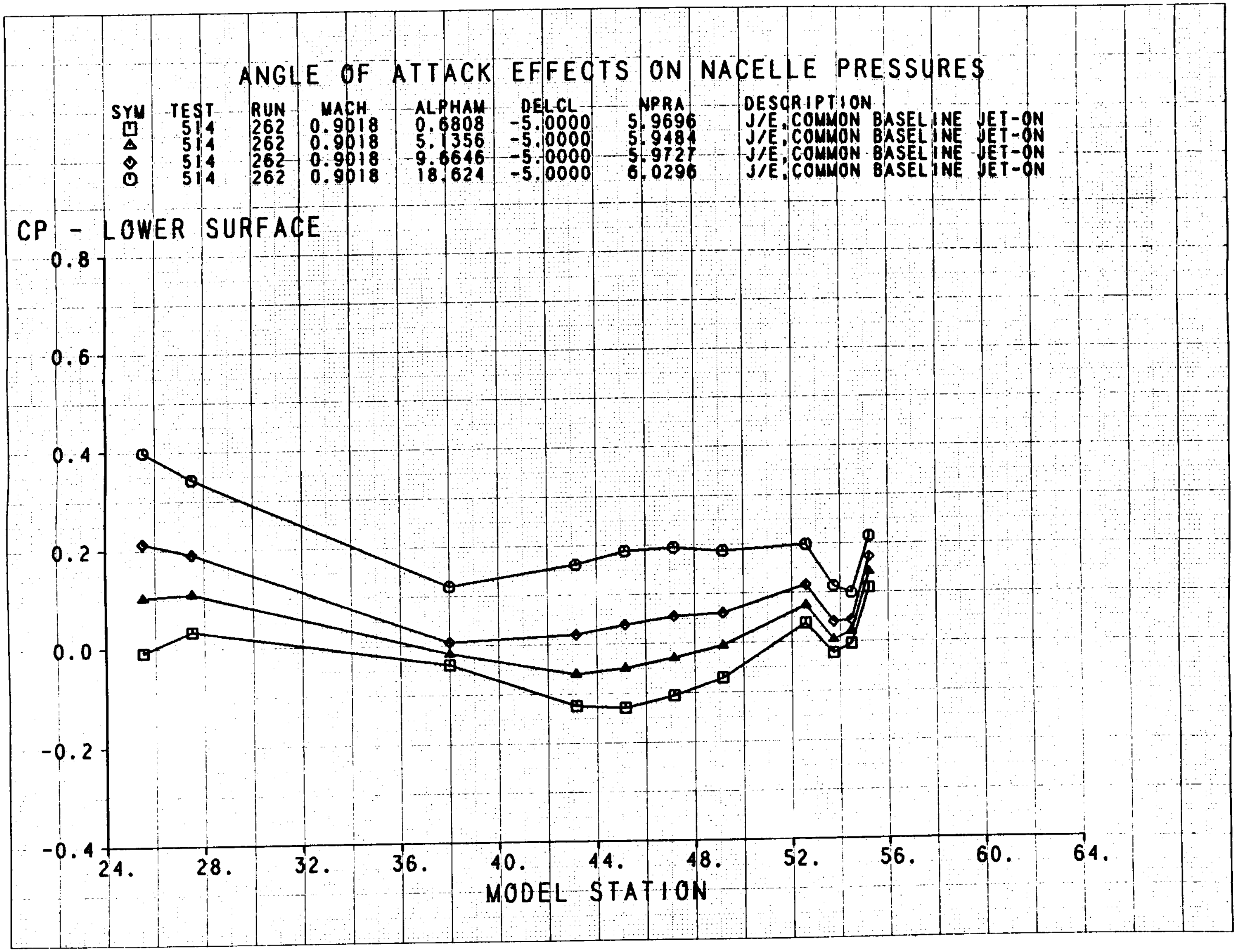
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 259 0.6009 0.6830 -5.0000 4.2094 J/E,COMMON BASELINE JET-ON
514 259 0.6009 4.9535 -5.0000 4.2155 J/E,COMMON BASELINE JET-ON
514 259 0.6009 9.3009 -5.0000 4.2237 J/E,COMMON BASELINE JET-ON
514 259 0.6009 18.016 -5.0000 4.2270 COMMON BASELINE JET-ON
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD

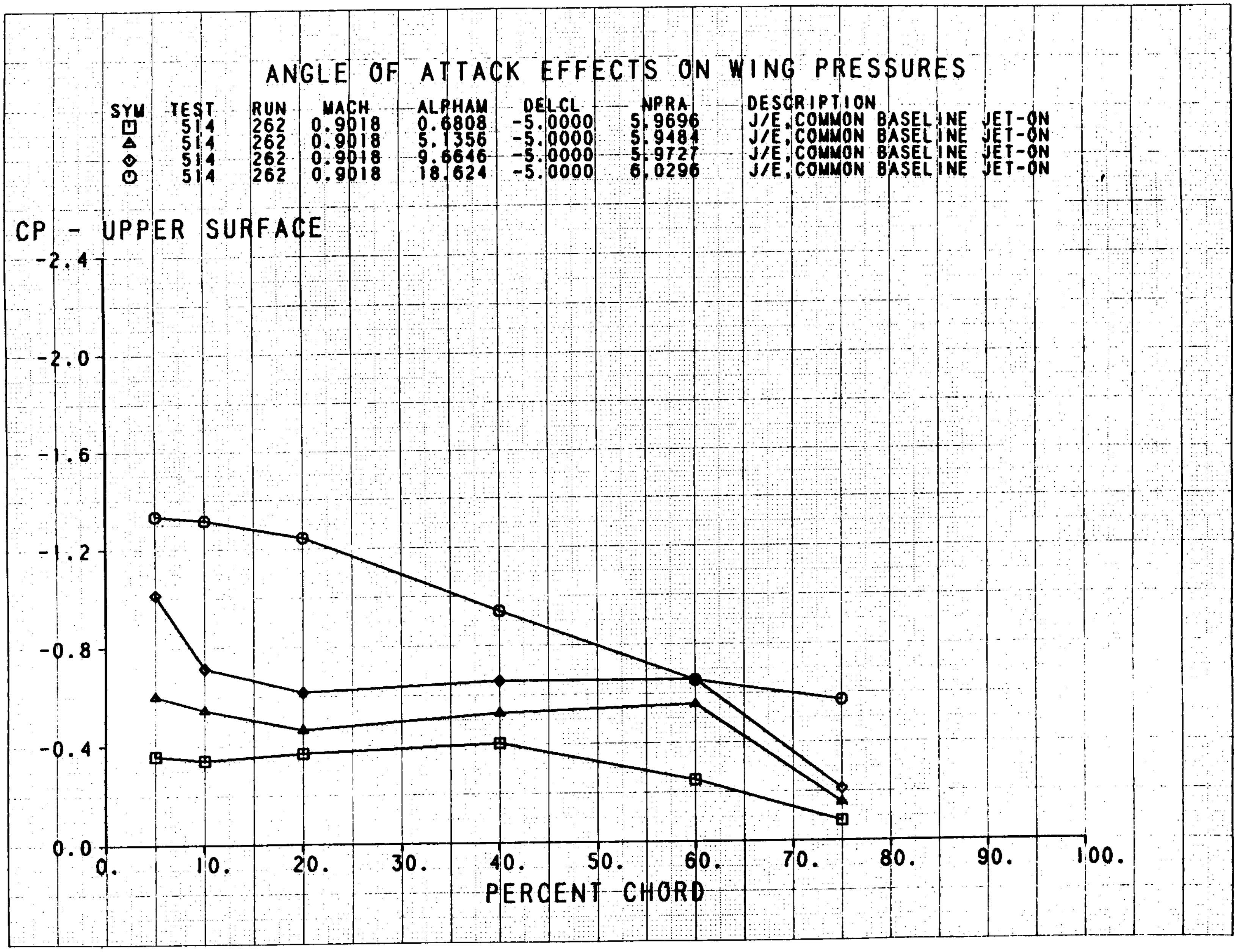


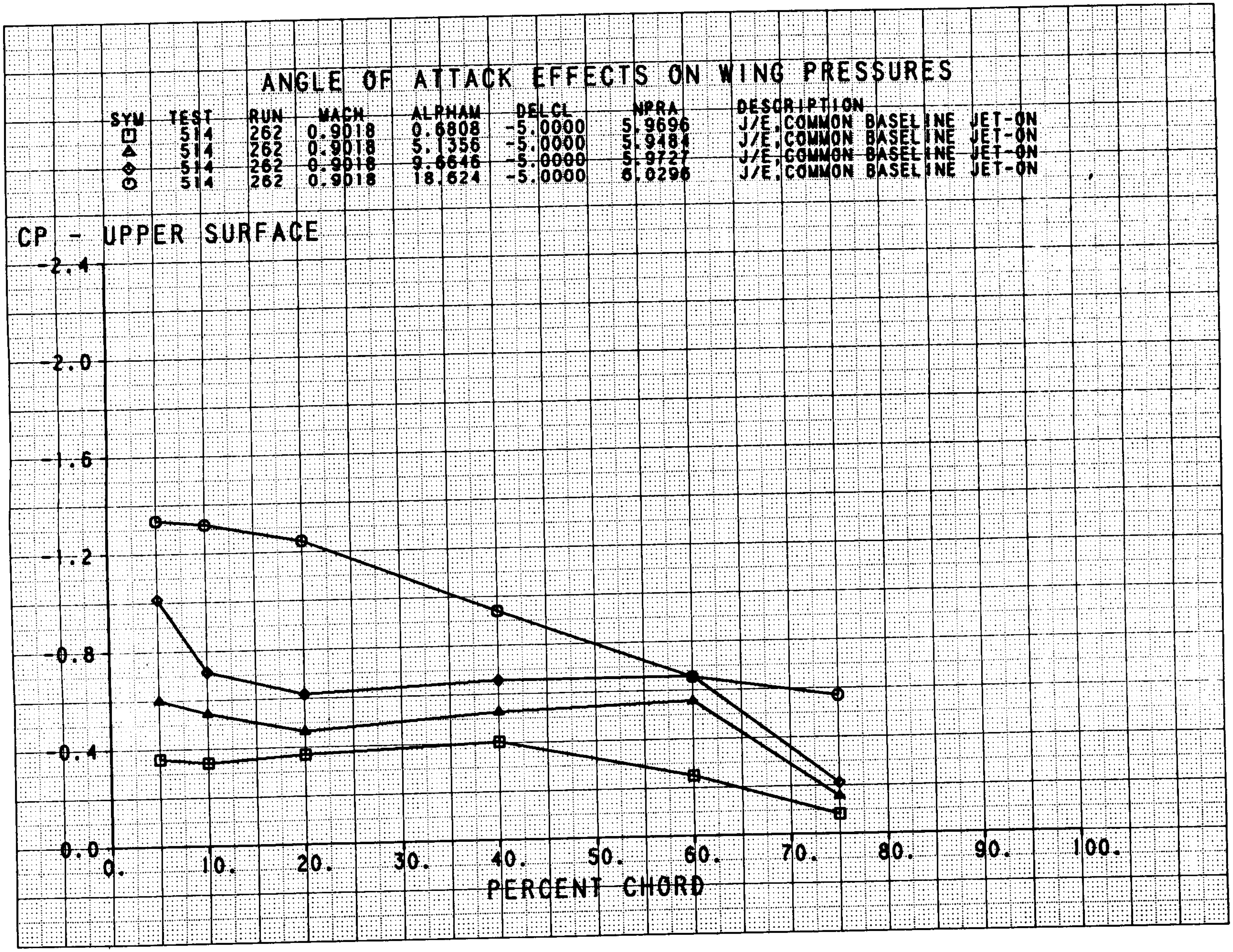
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 259 0.6009 0.6830 -5.0000 4.2094 J/E,COMMON BASELINE JET-ON
△ 514 259 0.6009 4.9535 -5.0000 4.2155 J/E,COMMON BASELINE JET-ON
◇ 514 259 0.6009 9.3009 -5.0000 4.2237 J/E,COMMON BASELINE JET-ON
⊙ 514 259 0.6009 18.016 -5.0000 4.2270 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

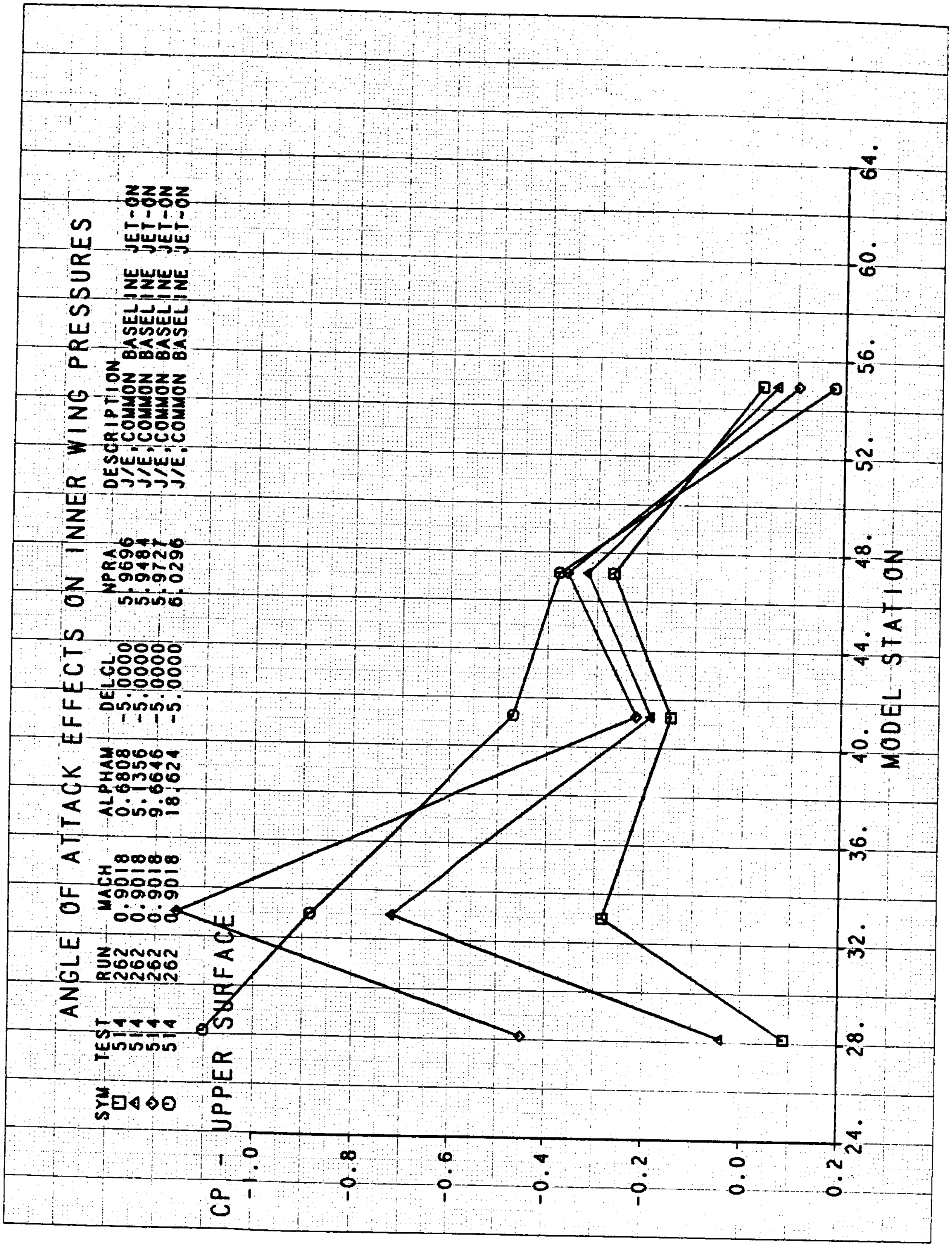

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 259 0.6009 0.6830 -5.0000 4.2094 J/E,COMMON BASELINE JET-ON
514 259 0.6009 4.9535 -5.0000 4.2155 J/E,COMMON BASELINE JET-ON
514 259 0.6009 9.3009 -5.0000 4.2237 J/E,COMMON BASELINE JET-ON
514 259 0.6009 18.016 -5.0000 4.2270 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 262 0.9018 0.6808 -5.0000 5.9696 J/E,COMMON BASELINE JET-ON
△ 514 262 0.9018 5.1356 -5.0000 5.9484 J/E,COMMON BASELINE JET-ON
◇ 514 262 0.9018 9.6646 -5.0000 5.9727 J/F,COMMON BASELINE JET-ON
○ 514 262 0.9018 18.624 -5.0000 6.0296 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

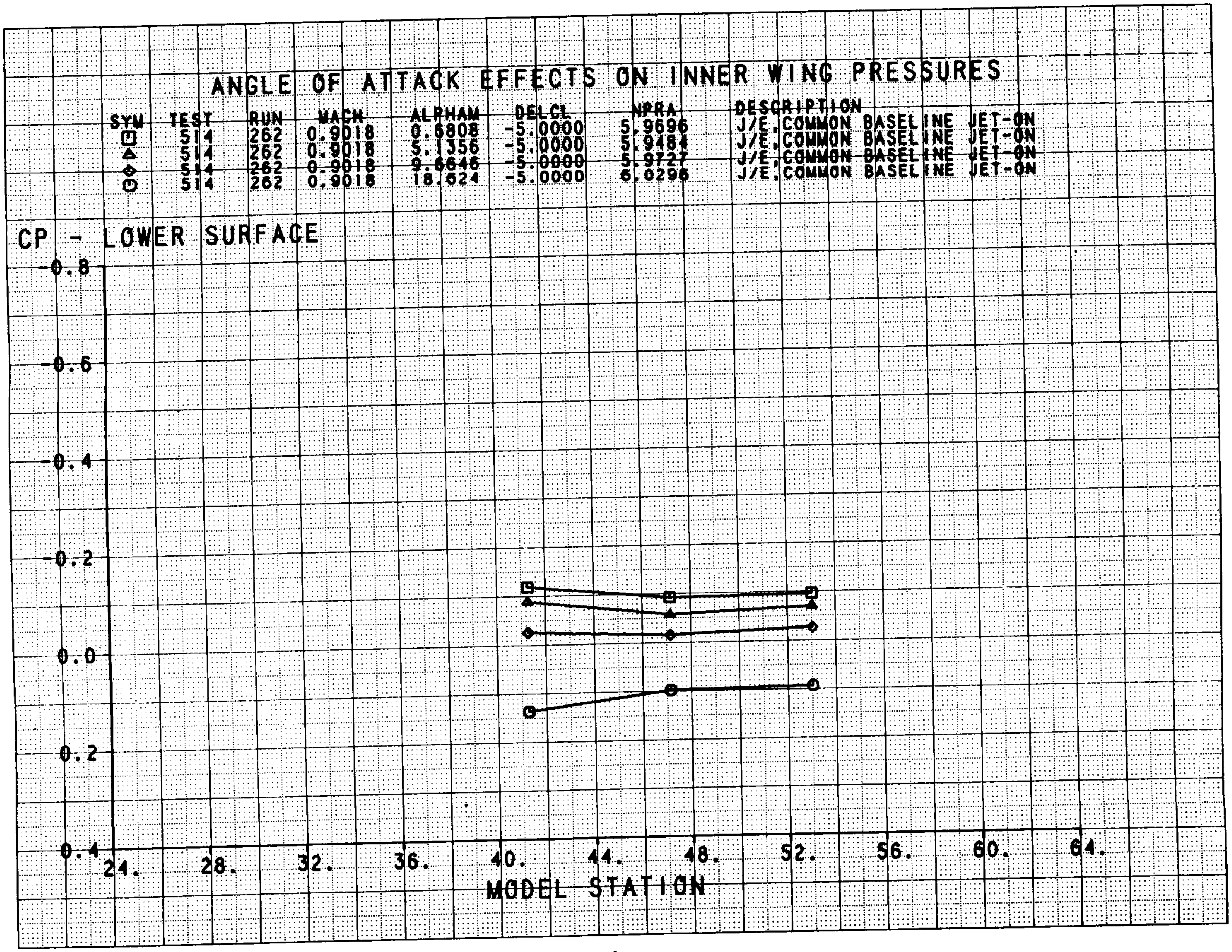

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 262 0.9018 0.6808 -5.0000 5.9696 J/E,COMMON BASELINE JET-ON
514 262 0.9018 5.1356 -5.0000 5.9484 J/E,COMMON BASELINE JET-ON
514 262 0.9018 9.6646 -5.0000 5.9727 J/E,COMMON BASELINE JET-ON
514 262 0.9018 18.624 -5.0000 6.0296 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 262 0.9018 0.6808 -5.0000 5.9696 J/E,COMMON BASELINE JET-ON
△ 514 262 0.9018 5.1356 -5.0000 5.9484 J/E,COMMON BASELINE JET-ON
◇ 514 262 0.9018 9.6646 -5.0000 5.9727 J/E,COMMON BASELINE JET-ON
⊙ 514 262 0.9018 18.624 -5.0000 6.0296 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

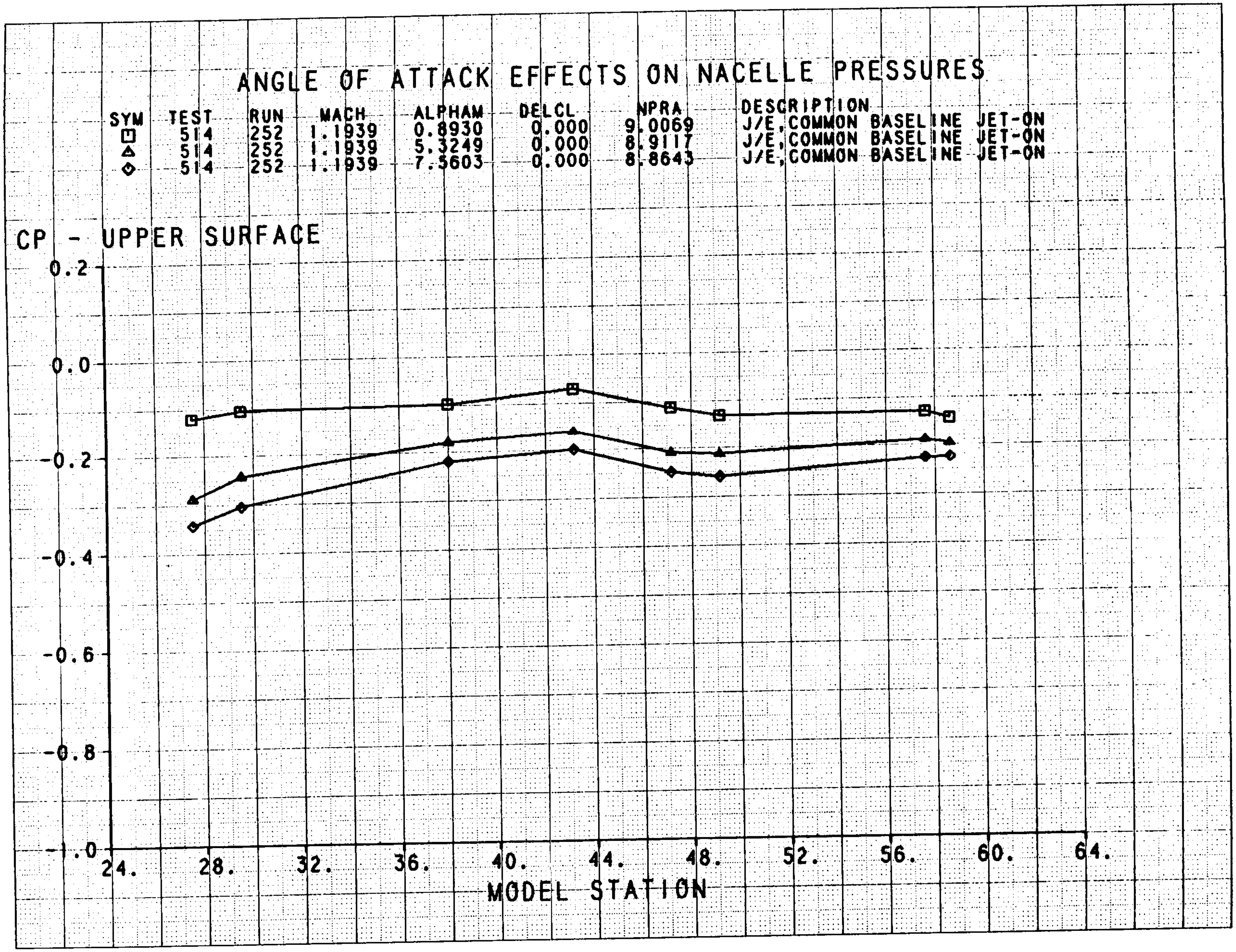

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 262 0.9018 0.6808 -5.0000 5.9696 J/E,COMMON BASELINE JET-ON
△ 514 262 0.9018 5.1356 -5.0000 5.9484 J/E,COMMON BASELINE JET-ON
◇ 514 262 0.9018 9.6646 -5.0000 5.9727 J/E,COMMON BASELINE JET-ON
○ 514 262 0.9018 18.624 -5.0000 6.0296 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

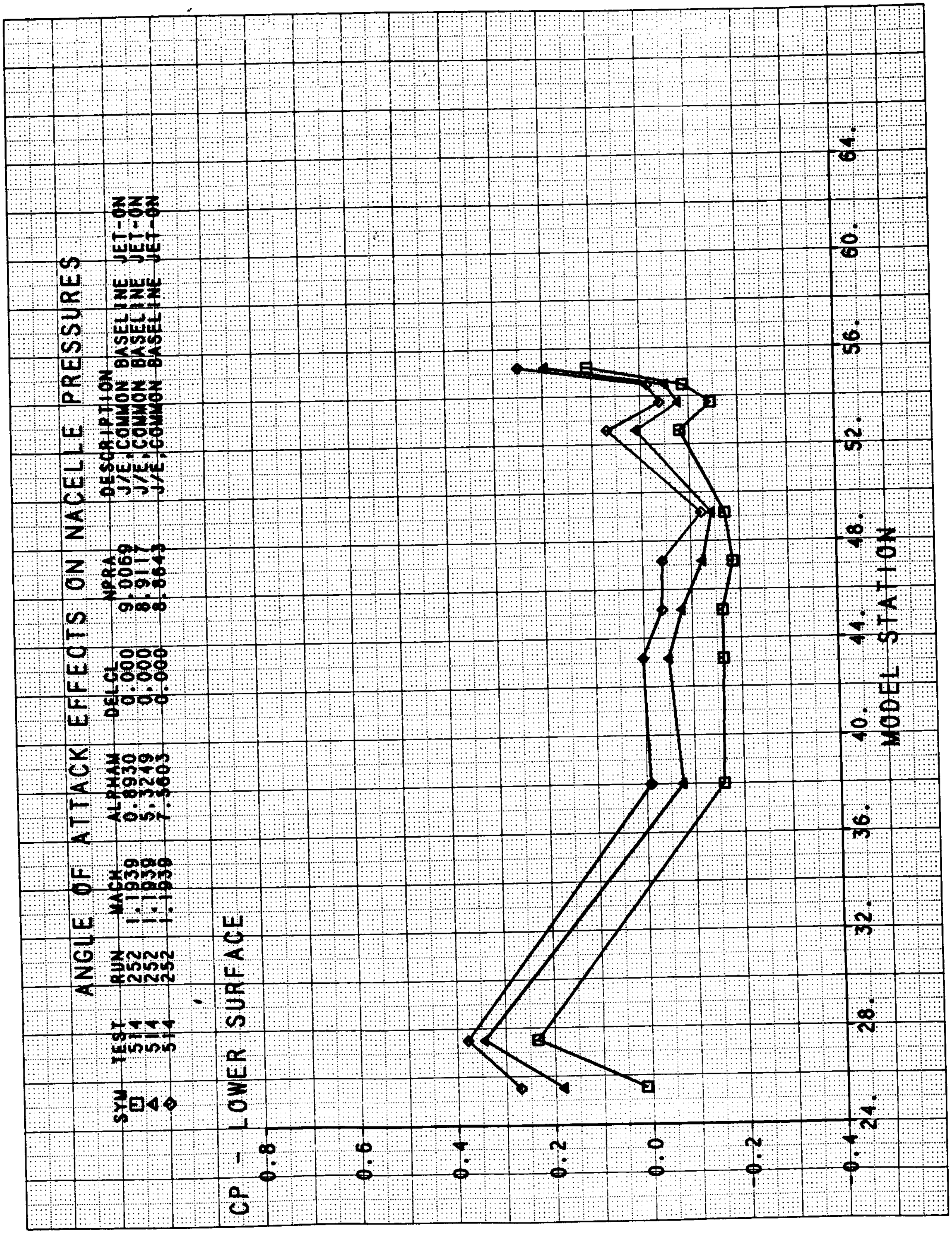


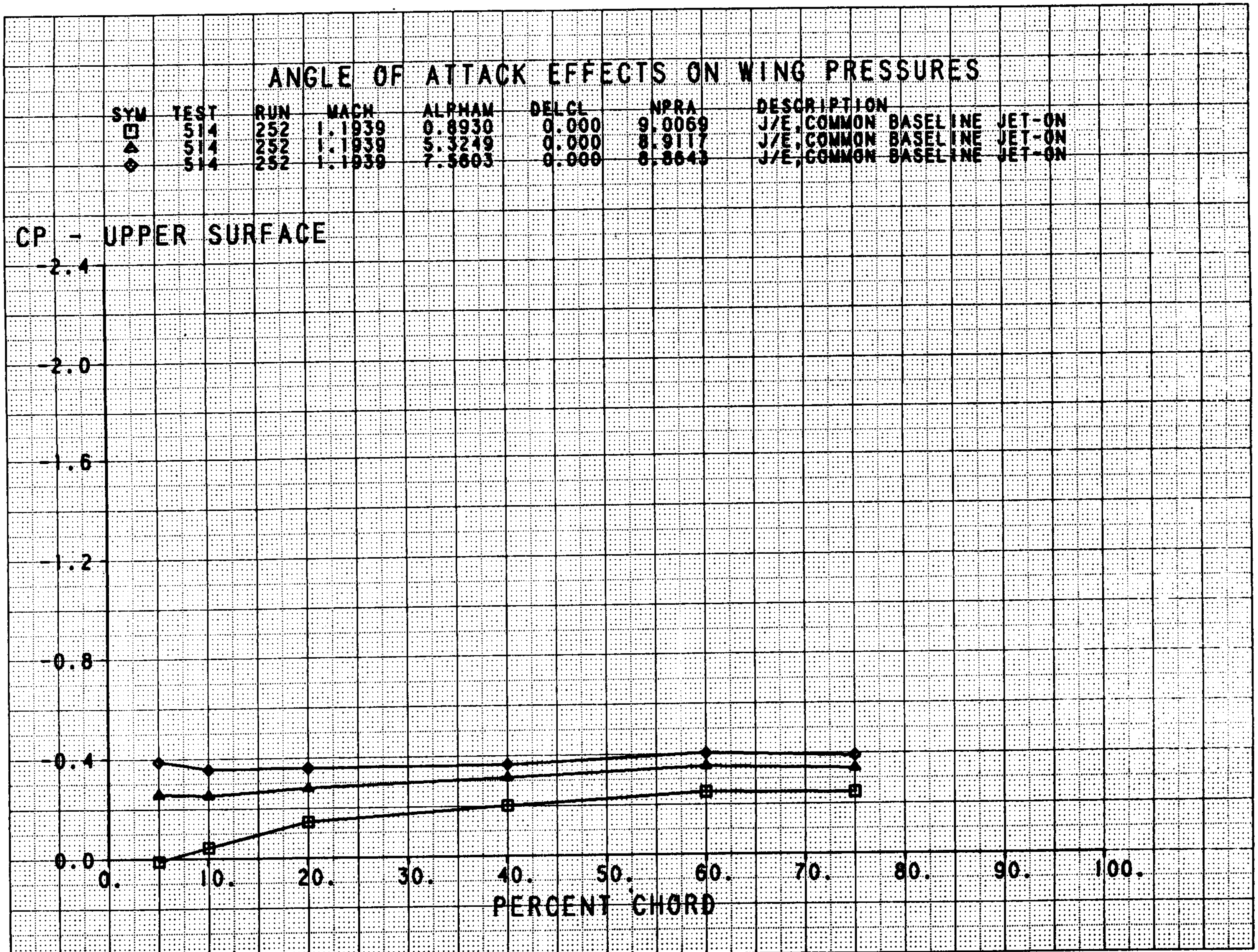
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 262 0.9018 0.6808 -5.0000 5.9696 J/E,COMMON BASELINE JET-ON
△ 514 262 0.9018 5.1356 -5.0000 5.9484 J/E,COMMON BASELINE JET-ON
◇ 514 262 0.9018 9.6646 -5.0000 5.9727 J/E,COMMON BASELINE JET-ON
○ 514 262 0.9018 18.624 -5.0000 6.0296 J/E,COMMON BASELINE JET-ON
UPPER SURFACE
CP
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

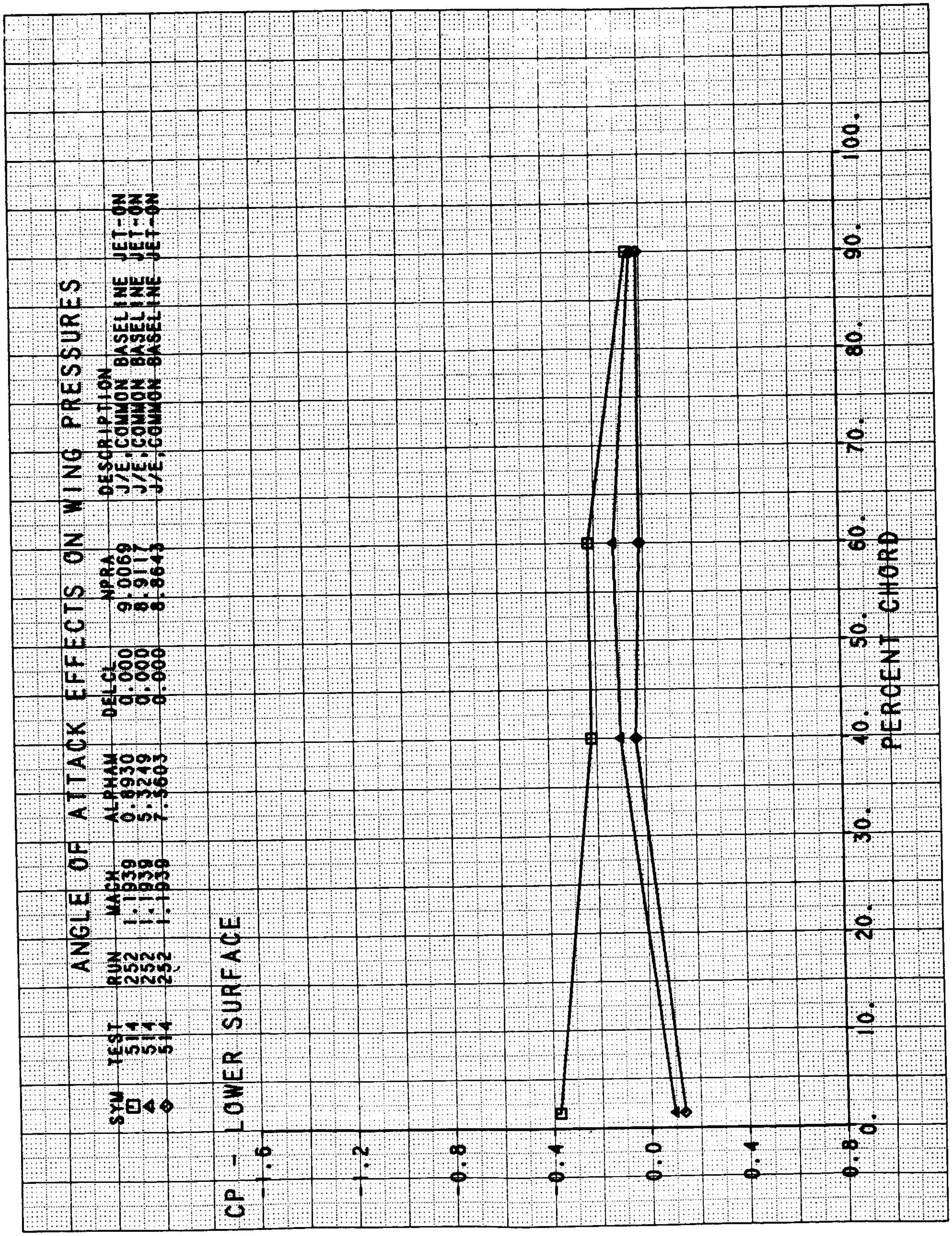


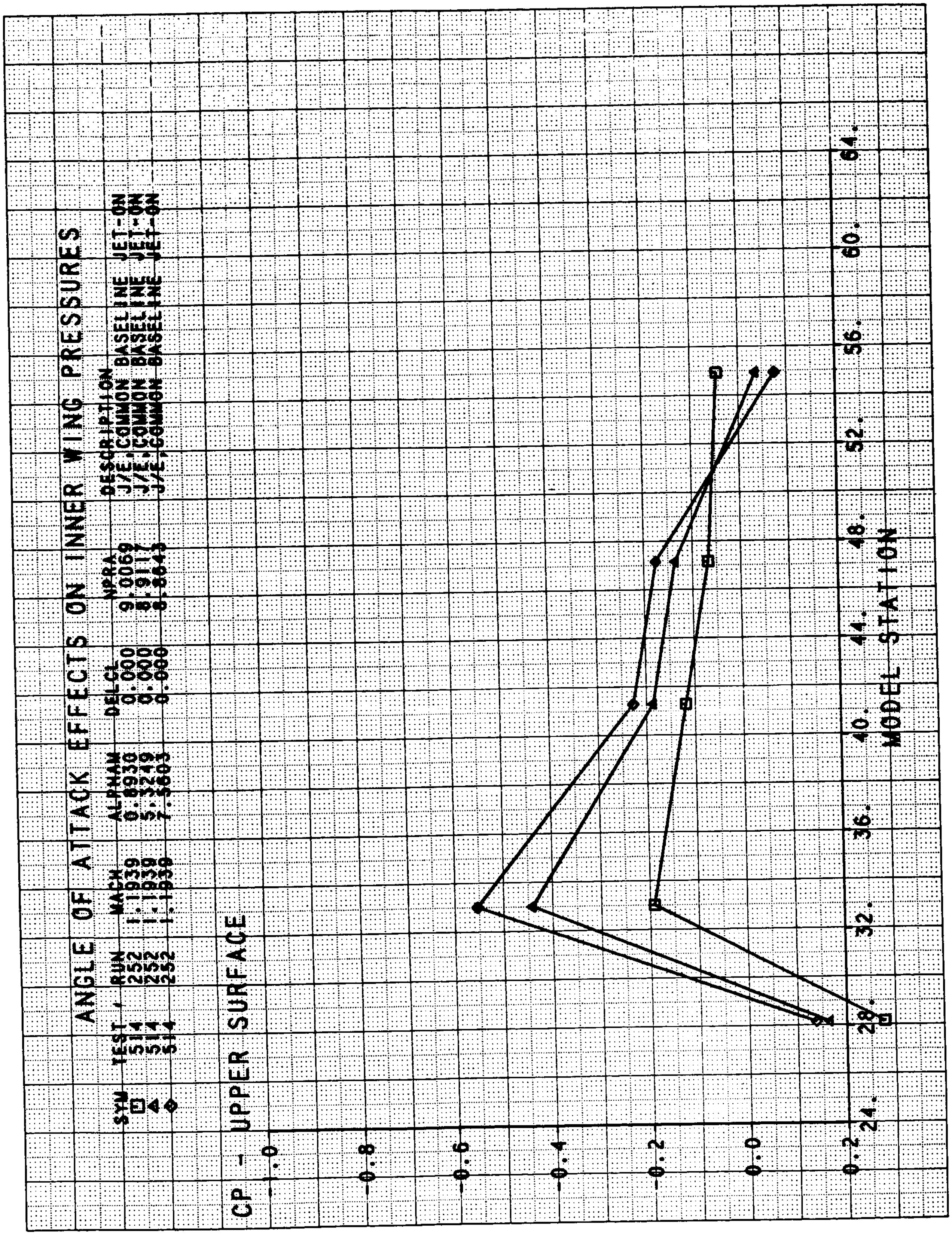
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 262 0.9018 0.6808 -5.0000 5.9696 J/E,COMMON BASELINE JET-ON
△ 514 262 0.9018 5.1356 -5.0000 5.9484 J/E,COMMON BASELINE JET-ON
◇ 514 262 0.9018 9.6646 -5.0000 5.9727 J/E,COMMON BASELINE JET-ON
○ 514 262 0.9018 18.624 -5.0000 6.0296 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

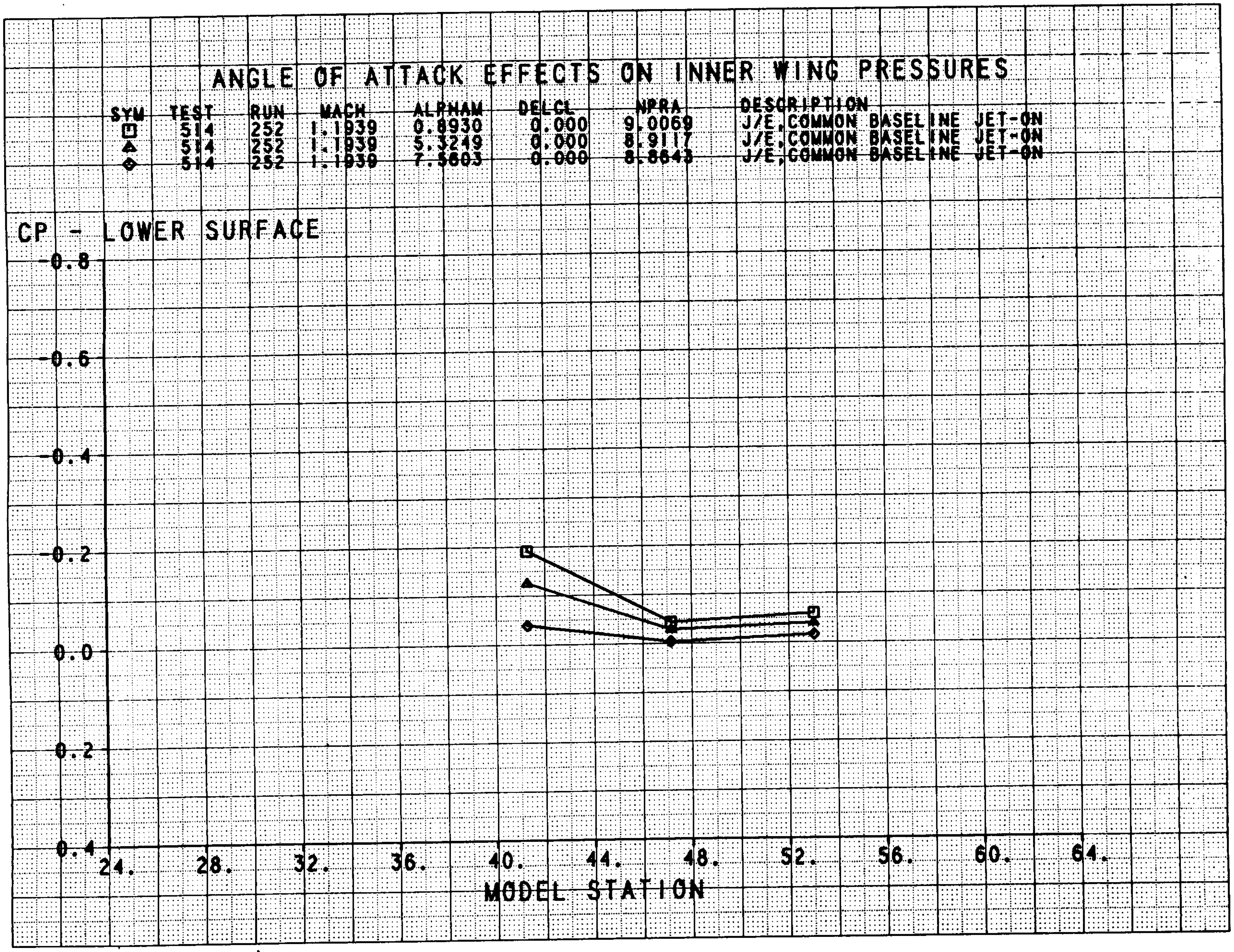

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 252 1.1939 0.8930 0.000 9.0069 J/E,COMMON BASELINE JET-ON
△ 514 252 1.1939 5.3249 0.000 8.9117 J/E,COMMON BASELINE JET-ON
◇ 514 252 1.1939 7.5603 0.000 8.8643 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

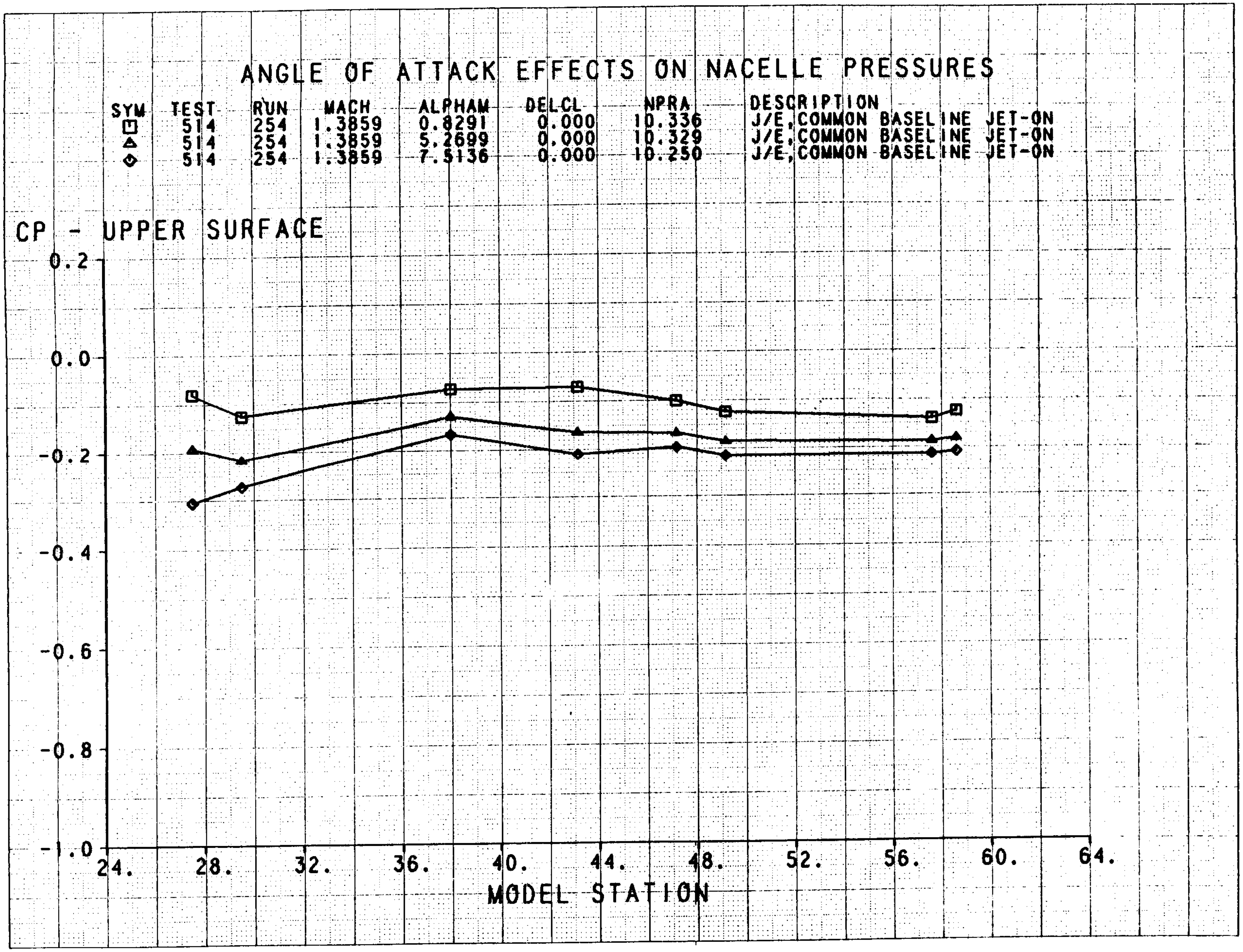

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 252 1.1939 0.8930 0.000 9.0069 J/E,COMMON BASELINE JET-ON
△ 514 252 1.1939 5.3249 0.000 8.9117 J/E,COMMON BASELINE JET-ON
◇ 514 252 1.1939 7.5603 0.000 8.8643 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

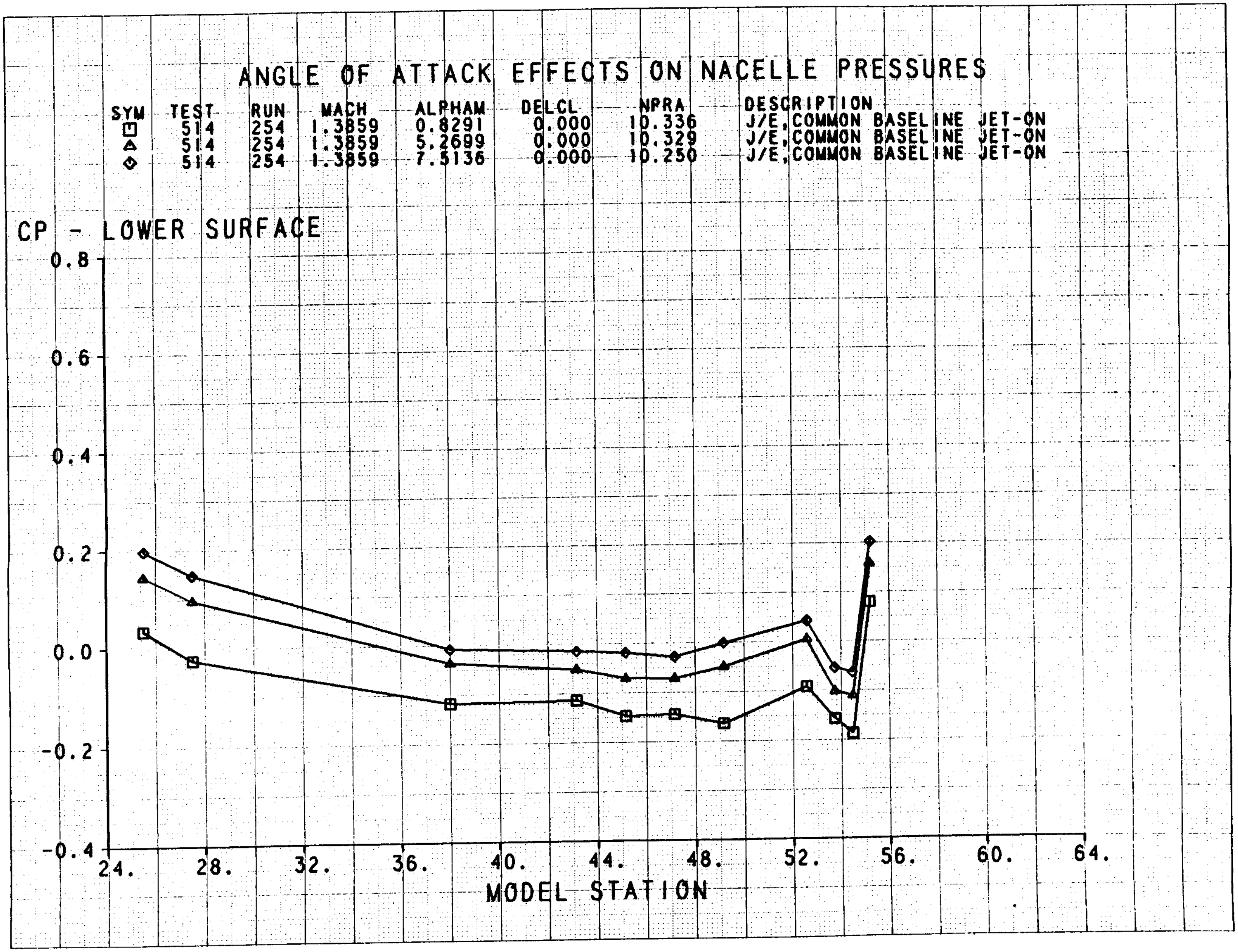

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 252 1.1939 0.8930 0.000 9.0069 J/E,COMMON BASELINE JET-ON
△ 514 252 1.1939 5.3249 0.000 8.9117 J/E,COMMON BASELINE JET-ON
◇ 514 252 1.1939 7.5603 0.000 8.8643 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

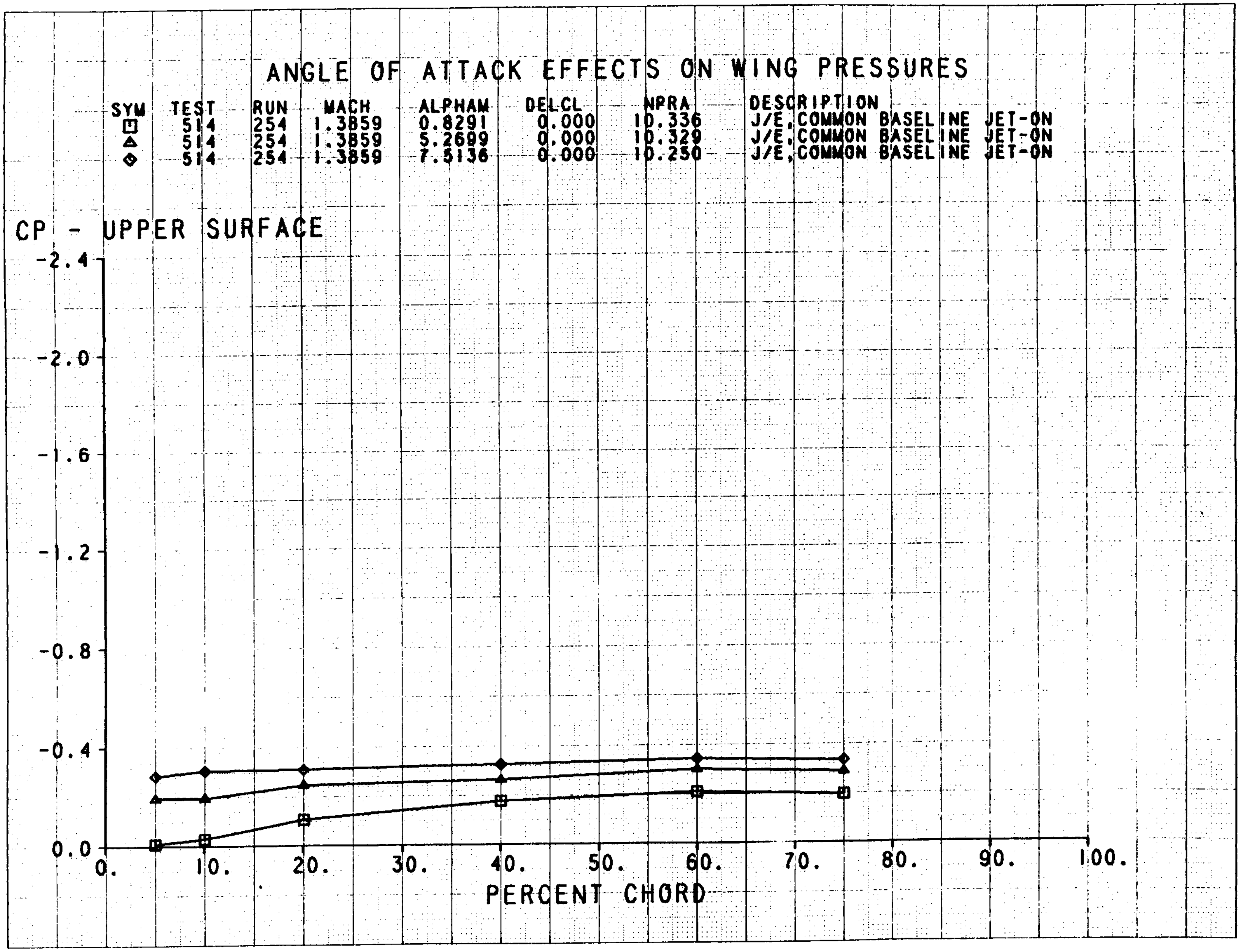

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 252 1.1939 0.8930 0.000 9.0069 J/E,COMMON BASELINE JET-ON
△ 514 252 1.1939 5.3249 0.000 8.9117 J/E,COMMON BASELINE JET-ON
◇ 514 252 1.1939 7.3603 0.000 8.8643 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 252 1.1939 0.8930 0.000 9.0069 J/E,COMMON BASELINE JET-ON
△ 514 252 1.1939 5.3249 0.000 8.9117 J/E,COMMON BASELINE JET-ON
◇ 514 252 1.1939 7.5603 0.000 8.8643 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

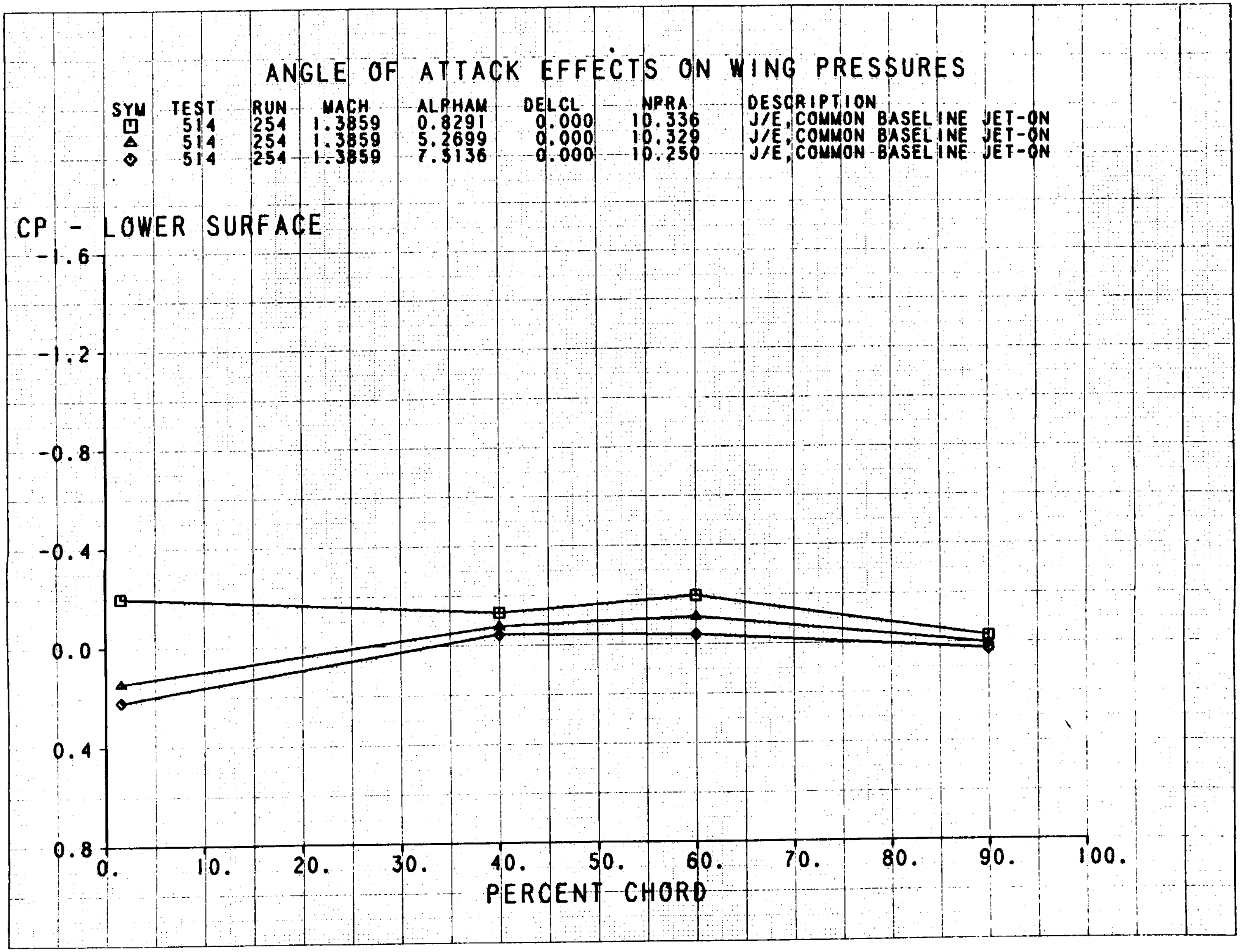

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 252 1.1939 0.8930 0.000 9.0069 J/E,COMMON BASELINE JET-ON
△ 514 252 1.1939 5.3249 0.000 8.9117 J/E,COMMON BASELINE JET-ON
◇ 514 252 1.1939 7.5603 0.000 8.8643 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 254 1.3859 0.8291 0.000 10.336 J/E,COMMON BASELINE JET-ON
△ 514 254 1.3859 5.2699 0.000 10.329 J/E,COMMON BASELINE JET-ON
◇ 514 254 1.3859 7.5136 0.000 10.250 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

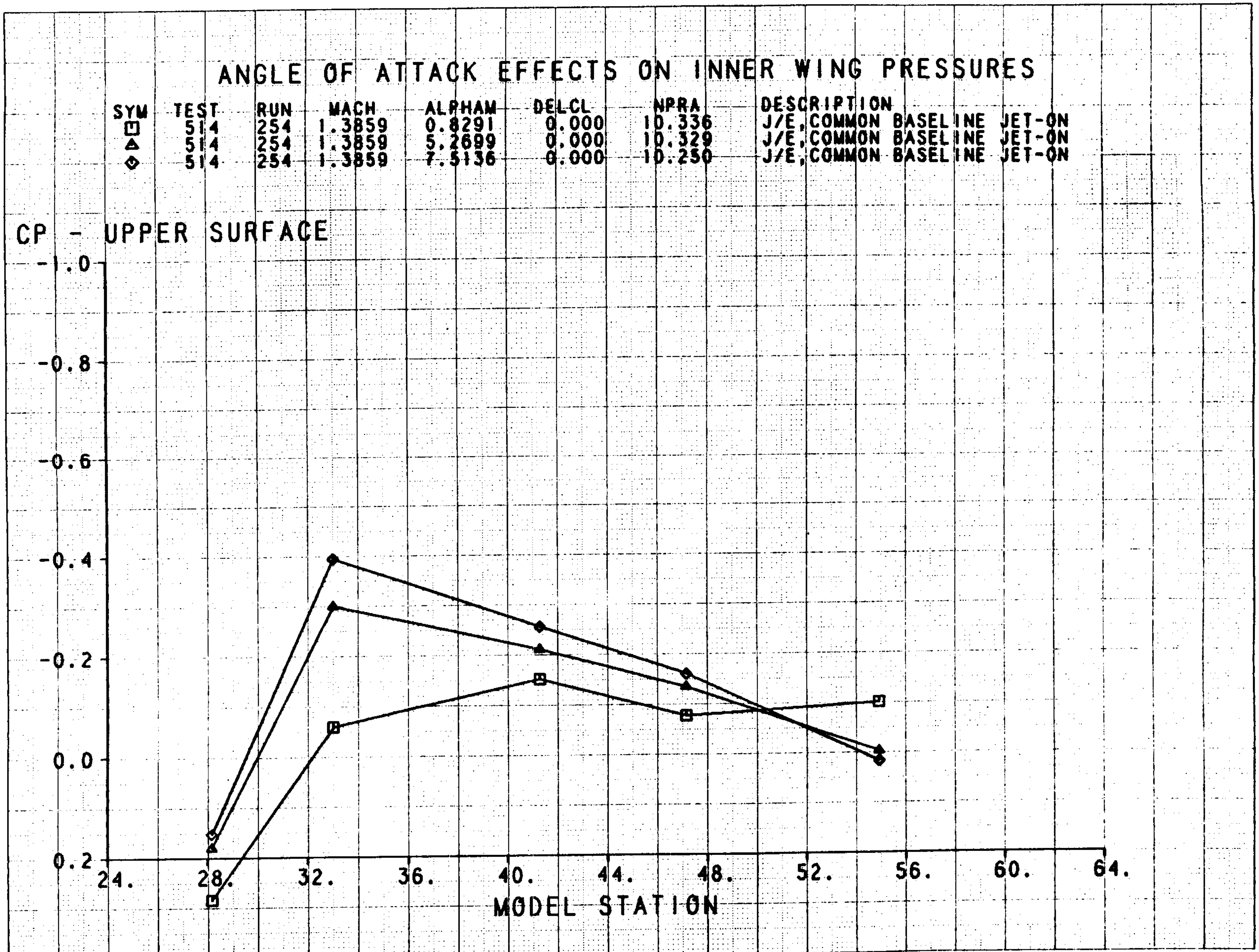

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 254 1.3859 0.8291 0.000 10.336 J/E,COMMON BASELINE JET-ON
△ 514 254 1.3859 5.2699 0.000 10.329 J/E,COMMON BASELINE JET-ON
◇ 514 254 1.3859 7.5136 0.000 10.250 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



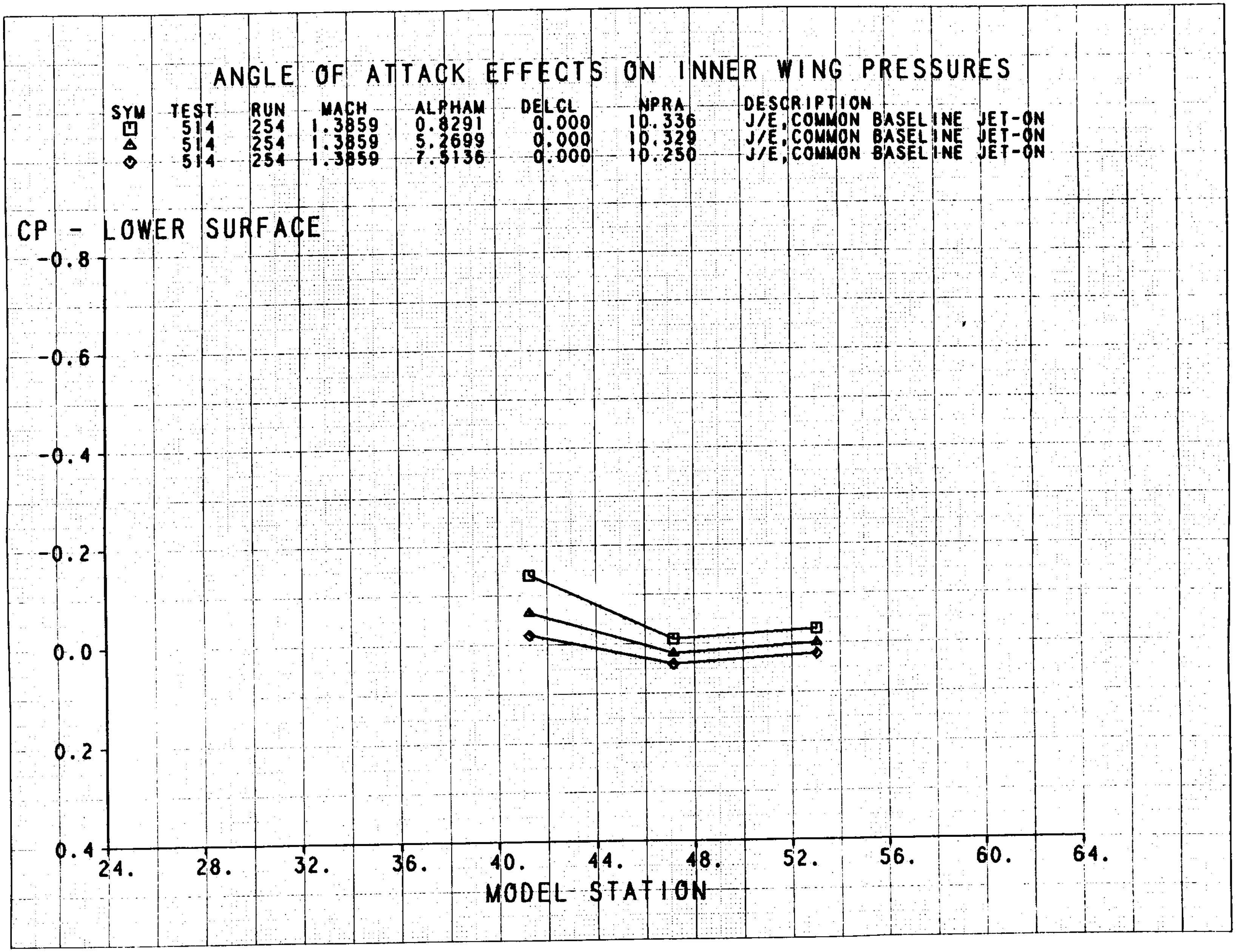
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 254 1.3859 0.8291 0.000 10.336 J/E,COMMON BASELINE JET-ON
514 254 1.3859 5.2699 0.000 10.329 J/E,COMMON BASELINE JET-ON
514 254 1.3859 7.5136 0.000 10.250 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

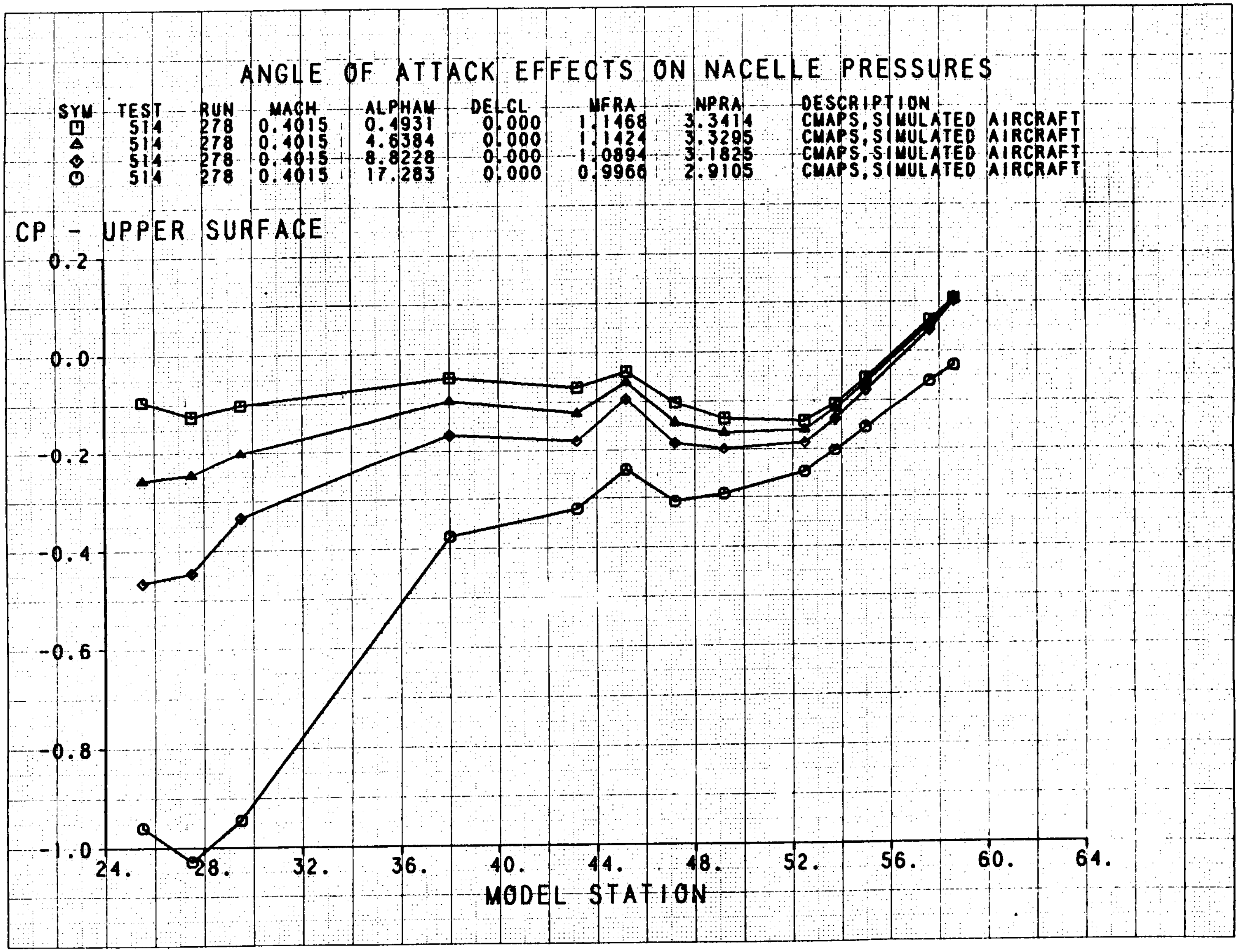


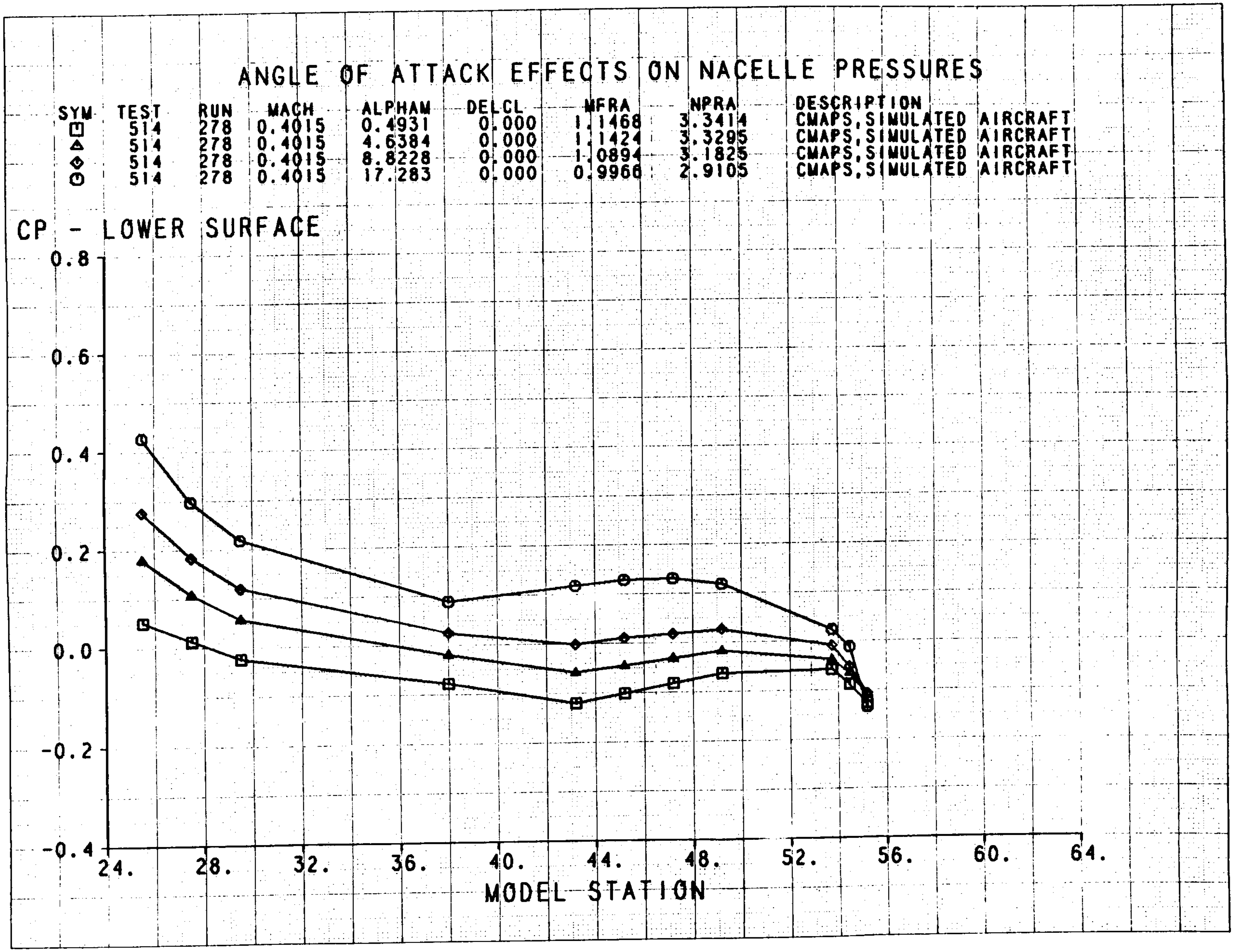
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 254 1.3859 0.8291 0.000 10.336 J/E,COMMON BASELINE JET-ON
△ 514 254 1.3859 5.2699 0.000 10.329 J/E,COMMON BASELINE JET-ON
◇ 514 254 1.3859 7.5136 0.000 10.250 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

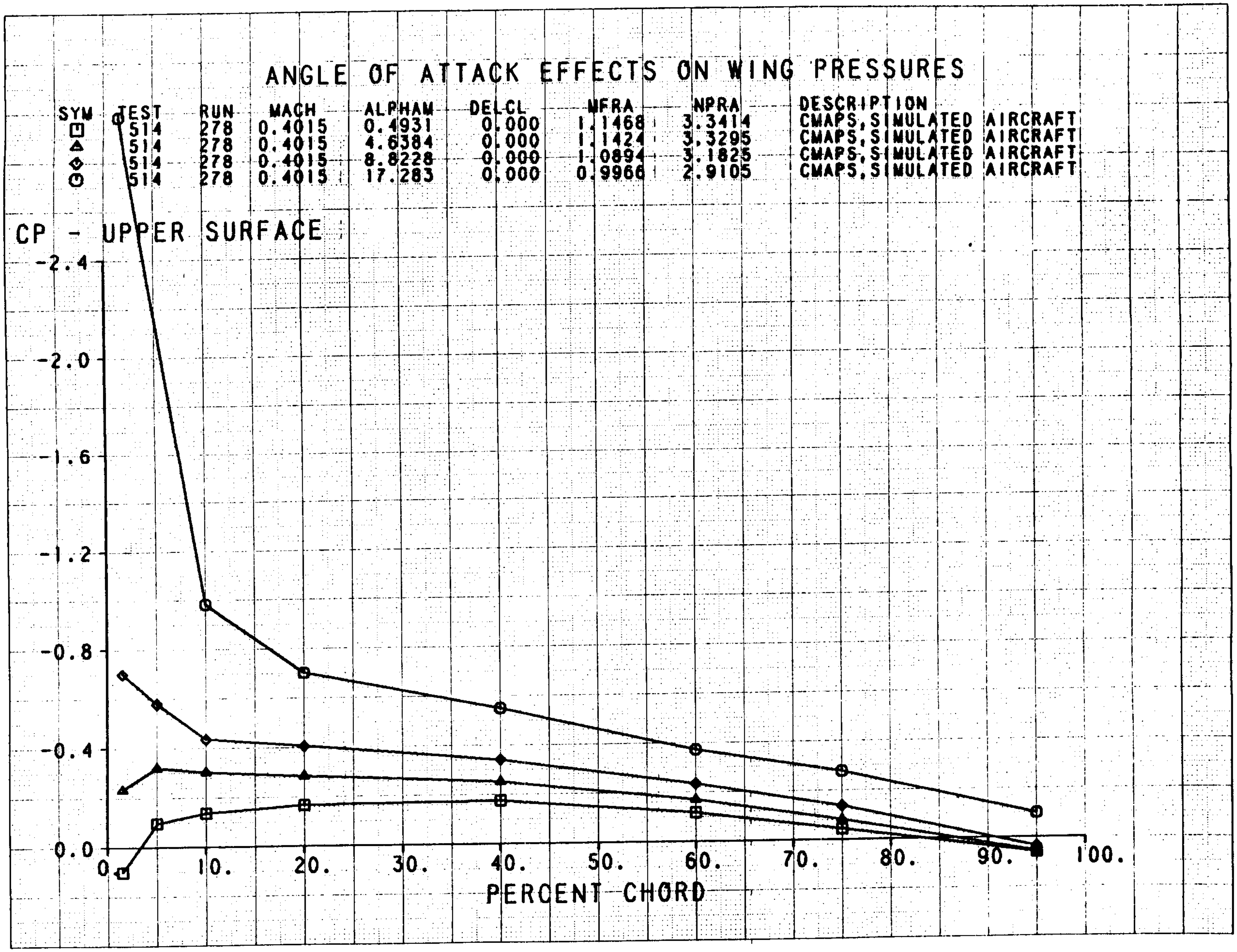


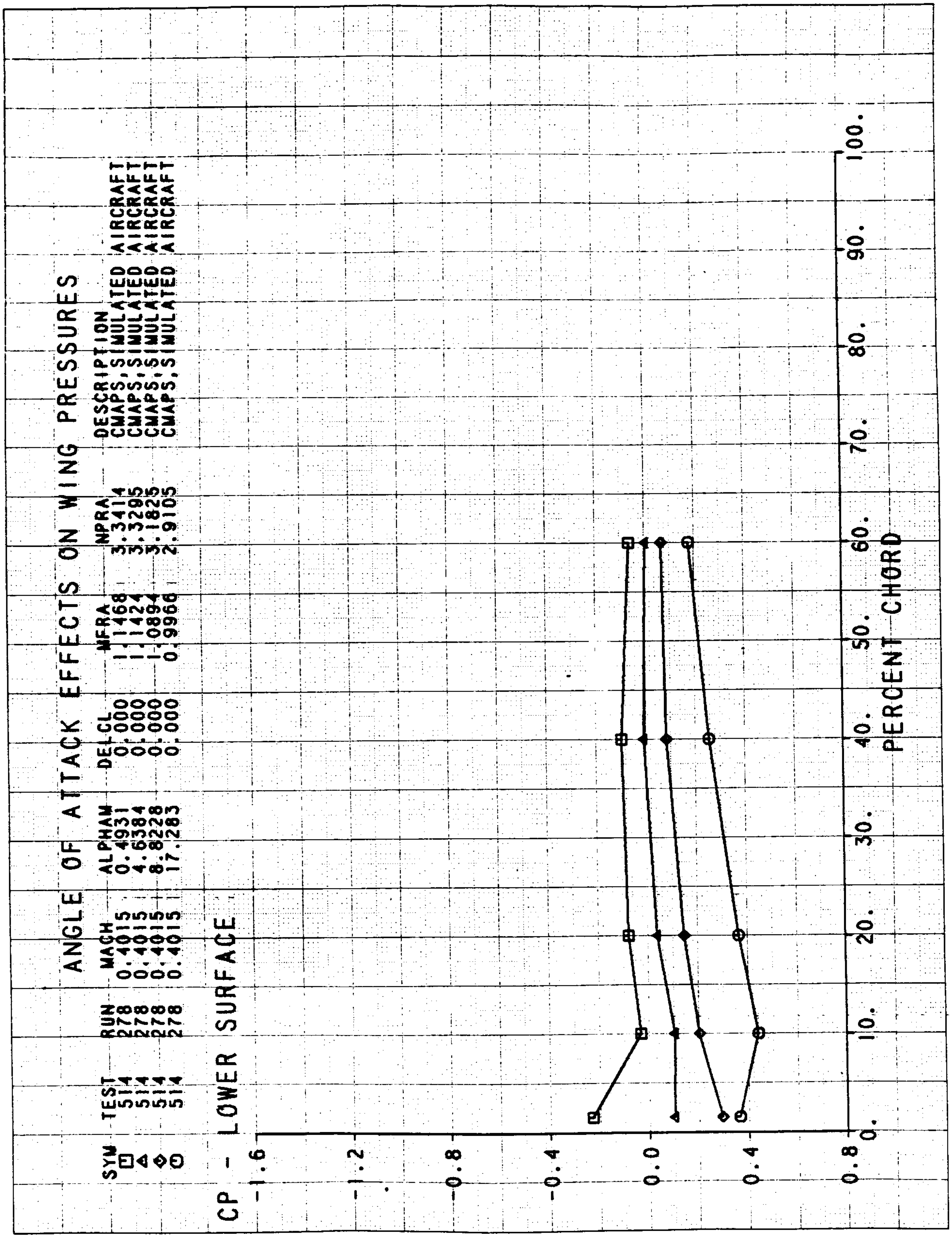
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 254 1.3859 0.8291 0.000 10.336 J/E,COMMON BASELINE JET-ON
514 254 1.3859 5.2699 0.000 10.329 J/E,COMMON BASELINE JET-ON
514 254 1.3859 7.5136 0.000 10.250 J/E,COMMON BASELINE JET-ON
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 254 1.3859 0.8291 0.000 10.336 J/E,COMMON BASELINE JET-ON
△ 514 254 1.3859 5.2699 0.000 10.329 J/E,COMMON BASELINE JET-ON
◇ 514 254 1.3859 7.5136 0.000 10.250 J/E,COMMON BASELINE JET-ON
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
△ 514 278 0.4015 4.6384 0.000 1.1424 3.3295 CMAPS,SIMULATED AIRCRAFT
◇ 514 278 0.4015 8.8228 0.000 1.0894 3.1825 CMAPS,SIMULATED AIRCRAFT
○ 514 278 0.4015 17.283 0.000 0.9966 2.9105 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
△ 514 278 0.4015 4.6384 0.000 1.1424 3.3295 CMAPS,SIMULATED AIRCRAFT
◇ 514 278 0.4015 8.8228 0.000 1.0894 3.1825 CMAPS,SIMULATED AIRCRAFT
○ 514 278 0.4015 17.283 0.000 0.9966 2.9105 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS, SIMULATED AIRCRAFT
△ 514 278 0.4015 4.6384 0.000 1.1424 3.3295 CMAPS, SIMULATED AIRCRAFT
◇ 514 278 0.4015 8.8228 0.000 1.0894 3.1825 CMAPS, SIMULATED AIRCRAFT
○ 514 278 0.4015 17.283 0.000 0.9966 2.9105 CMAPS, SIMULATED AIRCRAFT
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
△ 514 278 0.4015 4.6384 0.000 1.1424 3.3295 CMAPS,SIMULATED AIRCRAFT
◇ 514 278 0.4015 8.8228 0.000 1.0894 3.1825 CMAPS,SIMULATED AIRCRAFT
⊖ 514 278 0.4015 17.283 0.000 0.9966 2.9105 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
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10.
20.
30.
40.
50.
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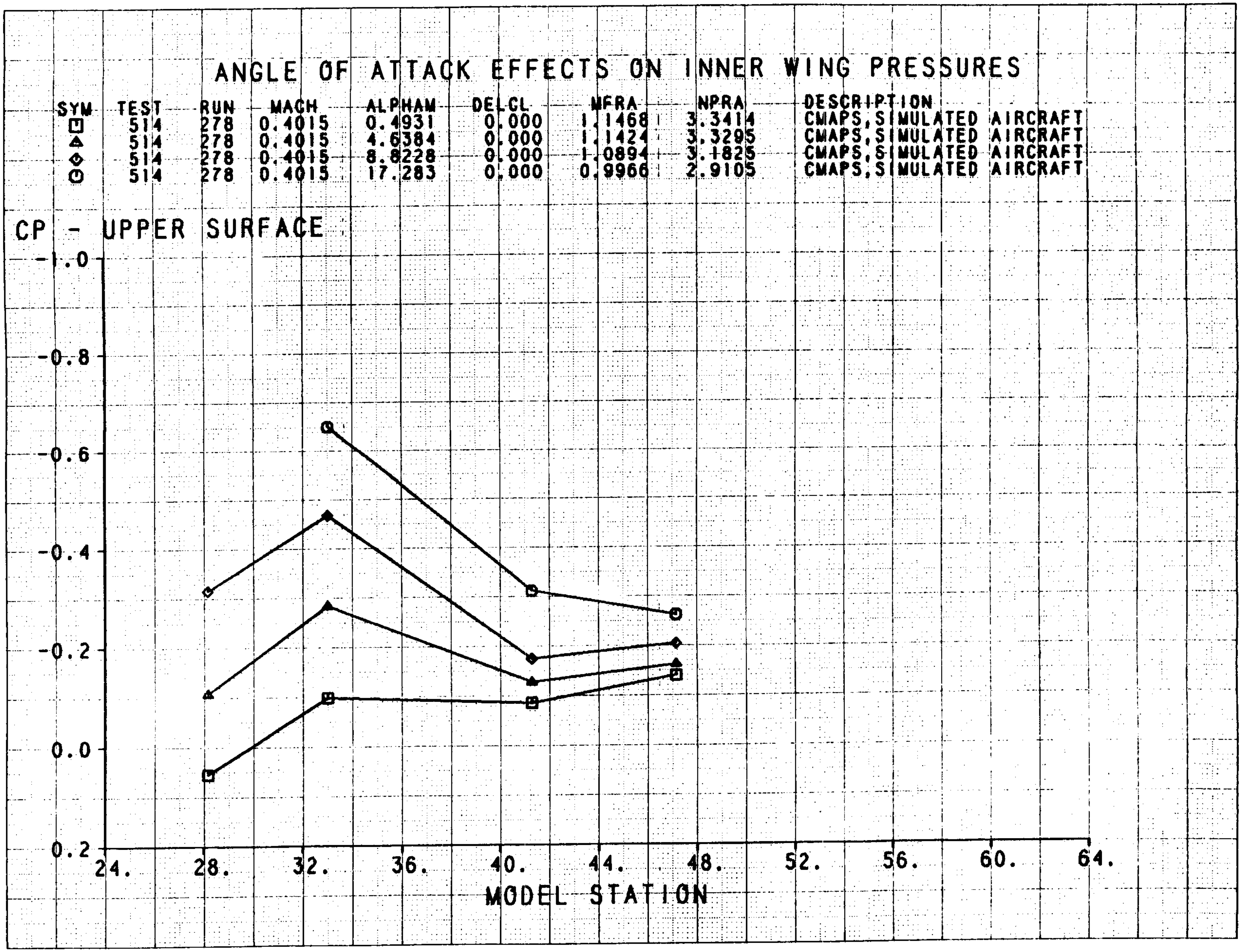
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
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514 278 0.4015 4.6384 0.000 1.1424 3.3295 CMAPS,SIMULATED AIRCRAFT
514 278 0.4015 8.8228 0.000 1.0894 3.1825 CMAPS,SIMULATED AIRCRAFT
514 278 0.4015 17.283 0.000 0.9966 2.9105 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
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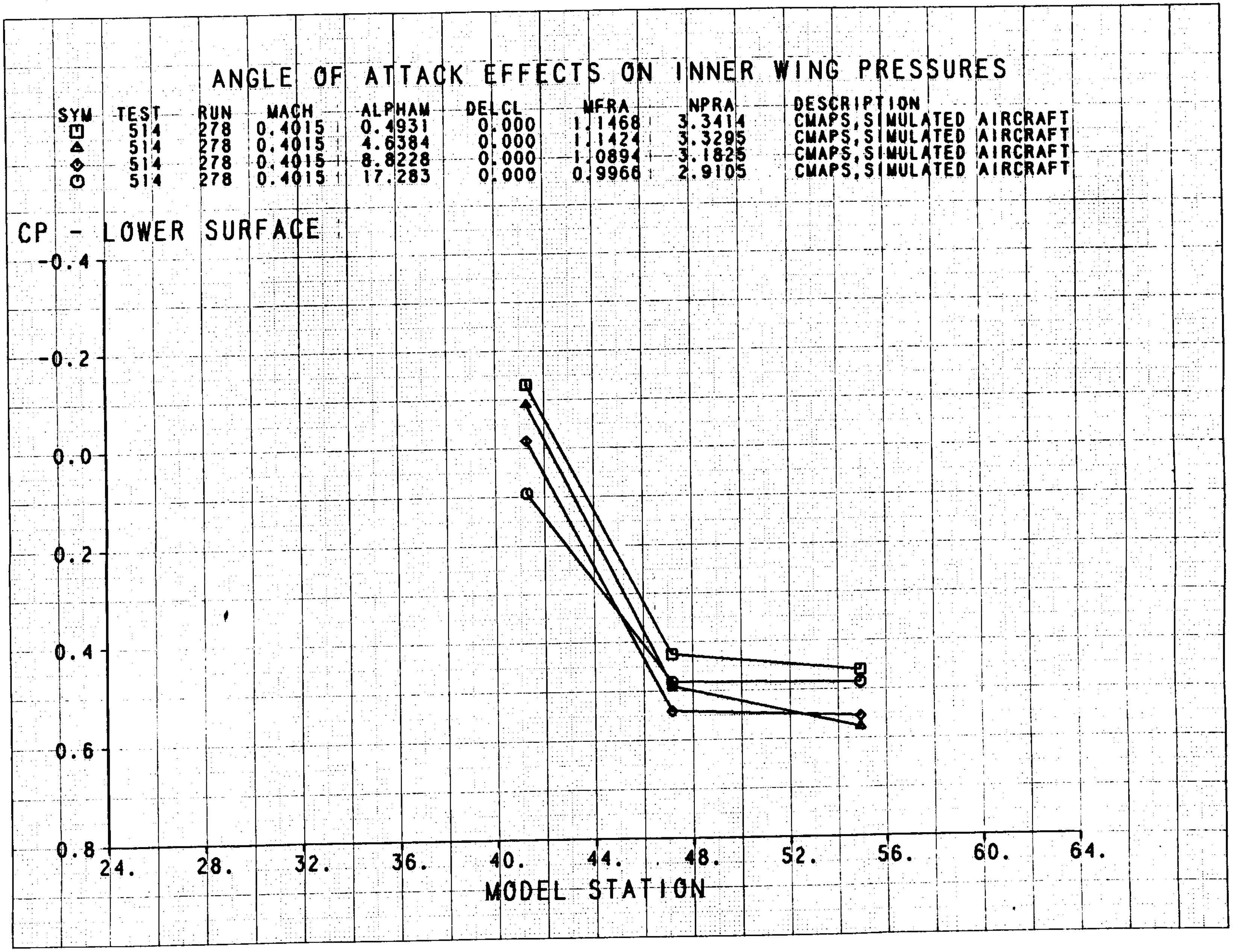
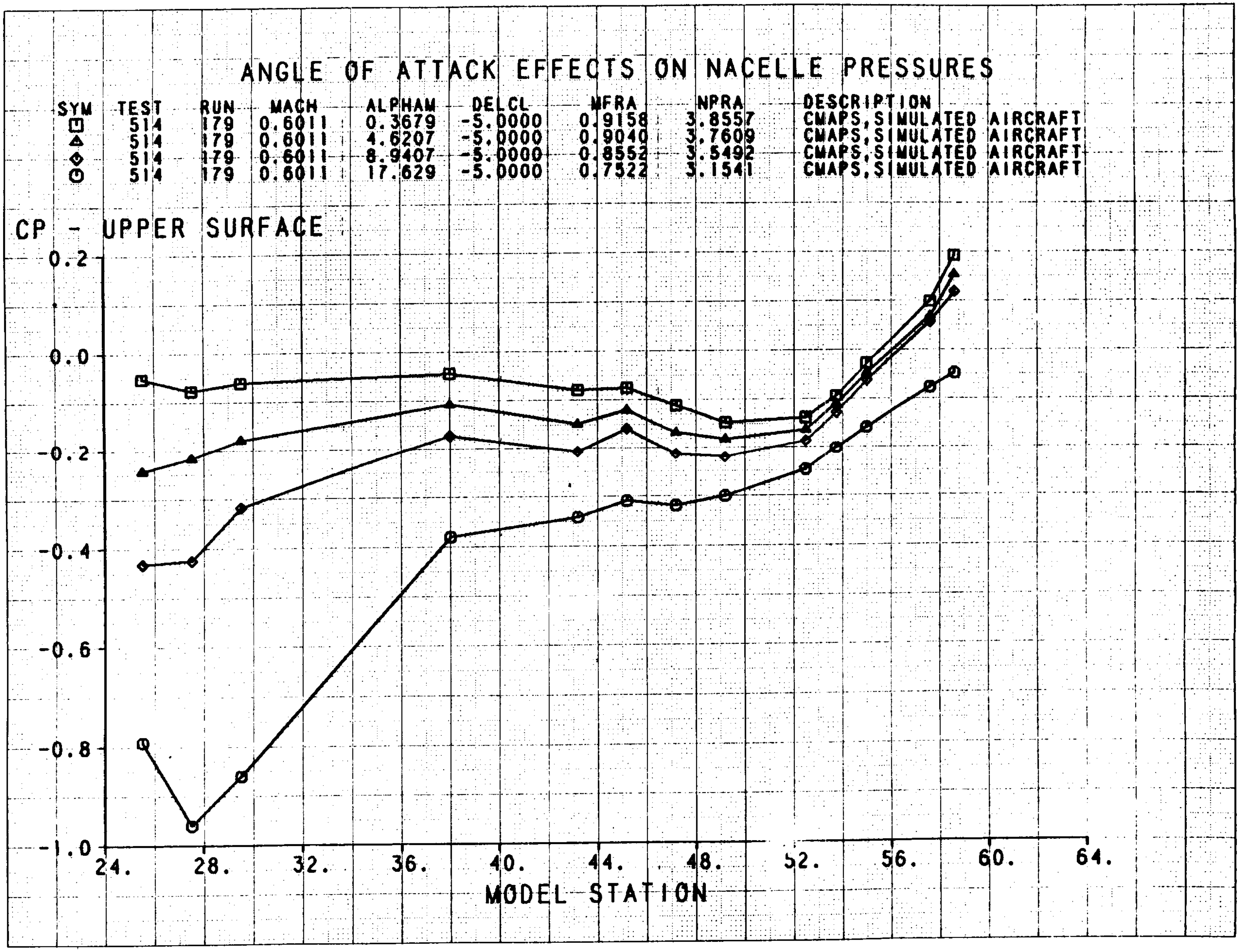
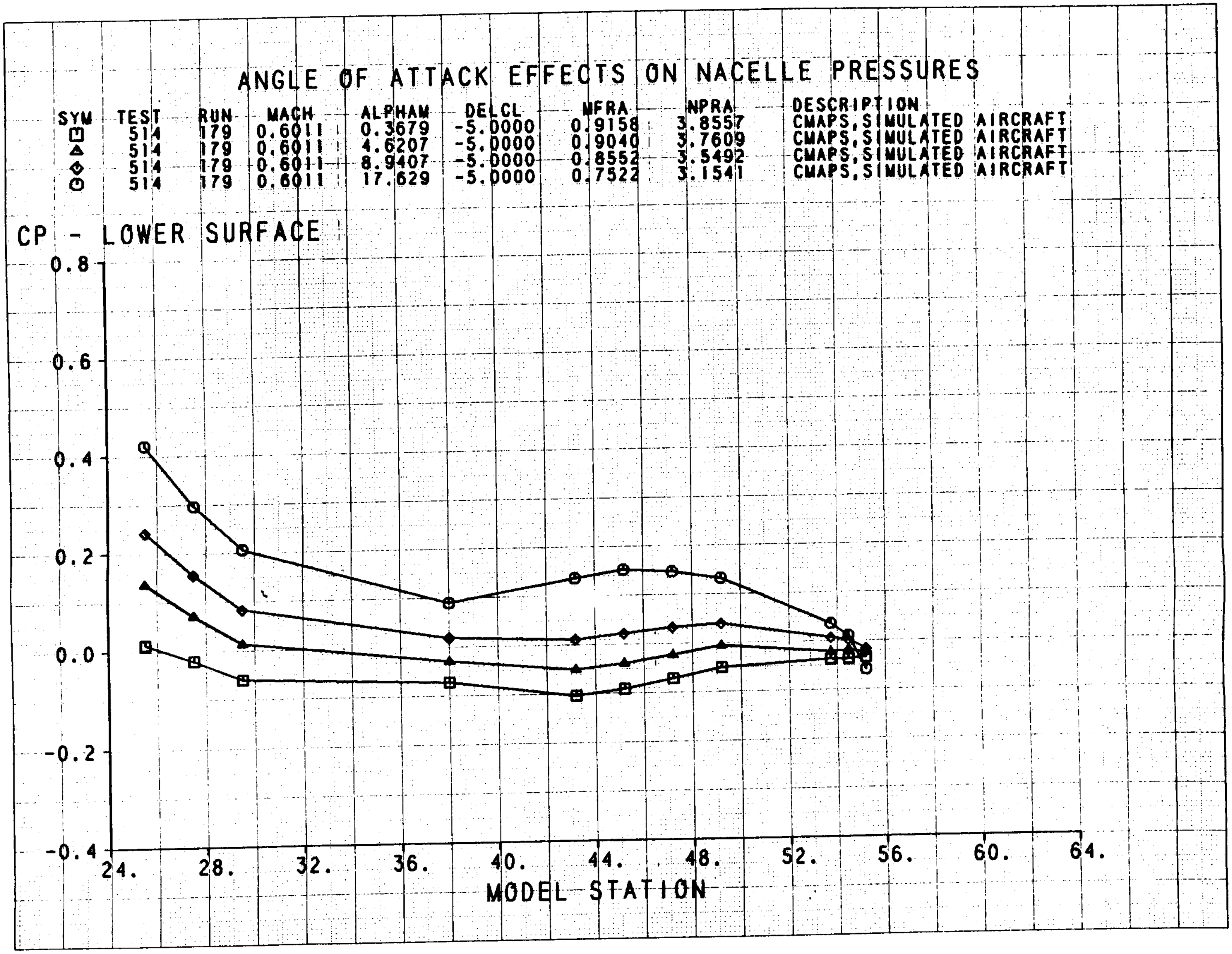
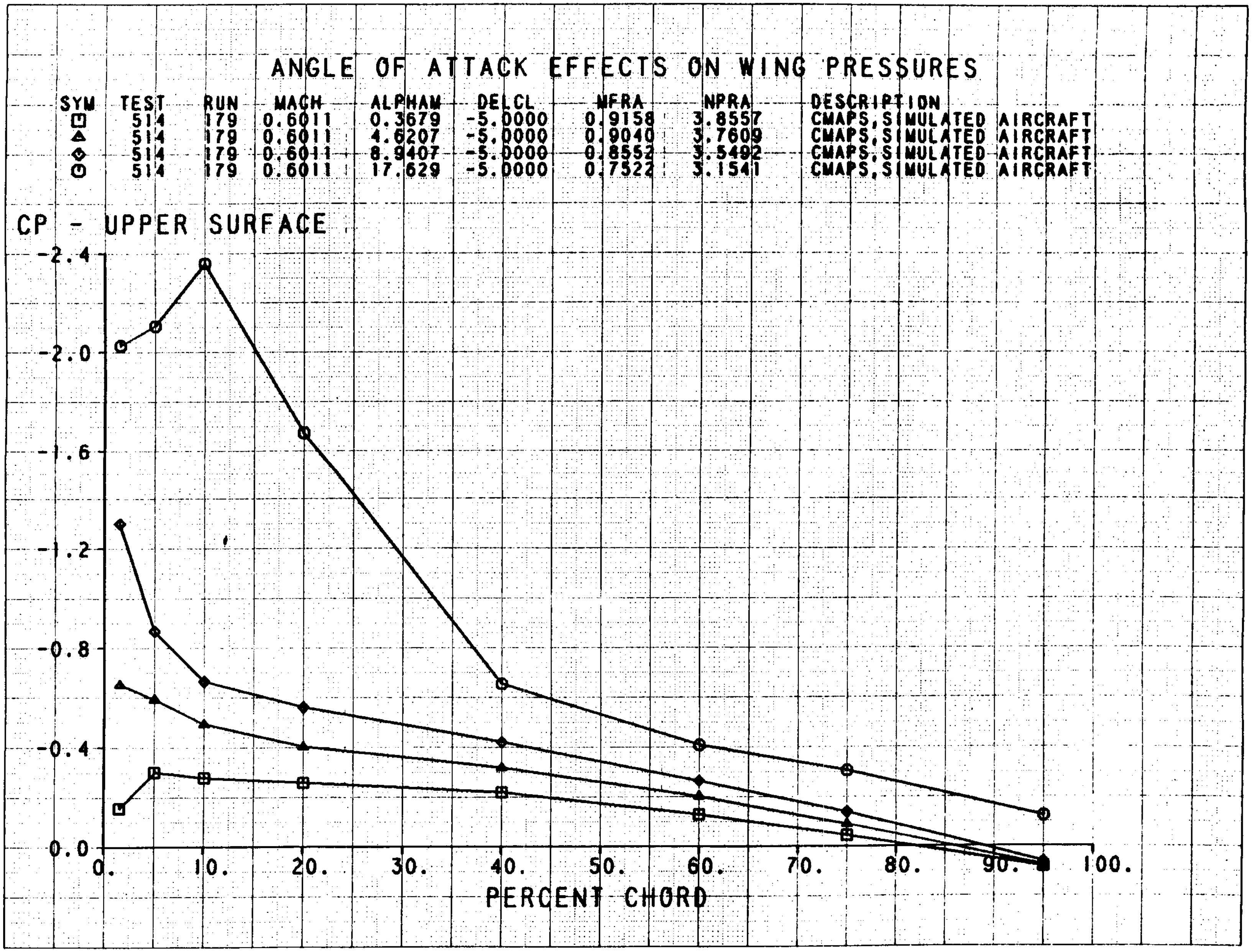
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 278 0.4015 0.4931 0.000 1.1468 3.3414 CMAPS,SIMULATED AIRCRAFT
△ 514 278 0.4015 4.6384 0.000 1.1424 3.3295 CMAPS,SIMULATED AIRCRAFT
◇ 514 278 0.4015 8.8228 0.000 1.0894 3.1825 CMAPS,SIMULATED AIRCRAFT
○ 514 278 0.4015 17.283 0.000 0.9966 2.9105 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.2
0.0
0.2
0.4
0.6
0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

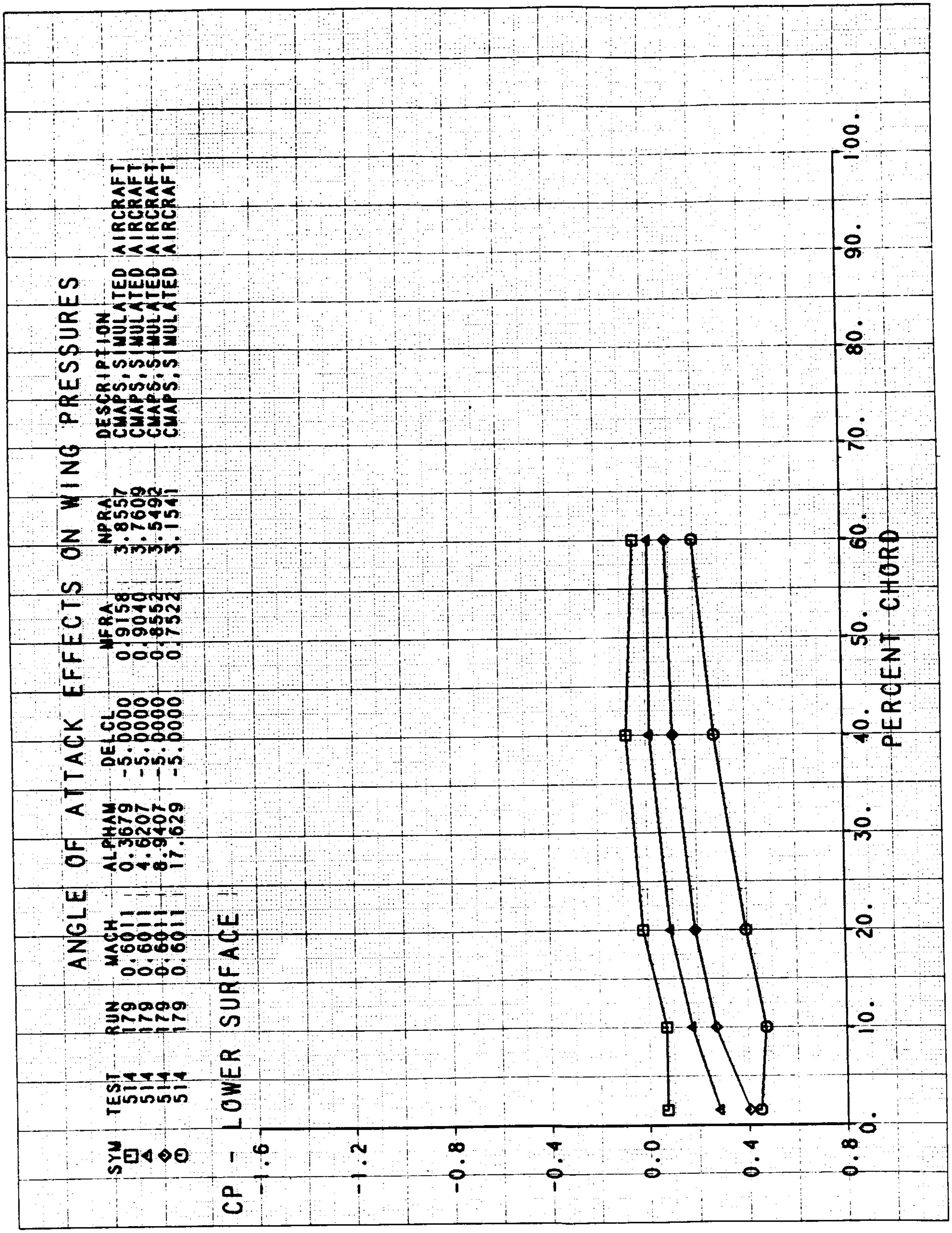


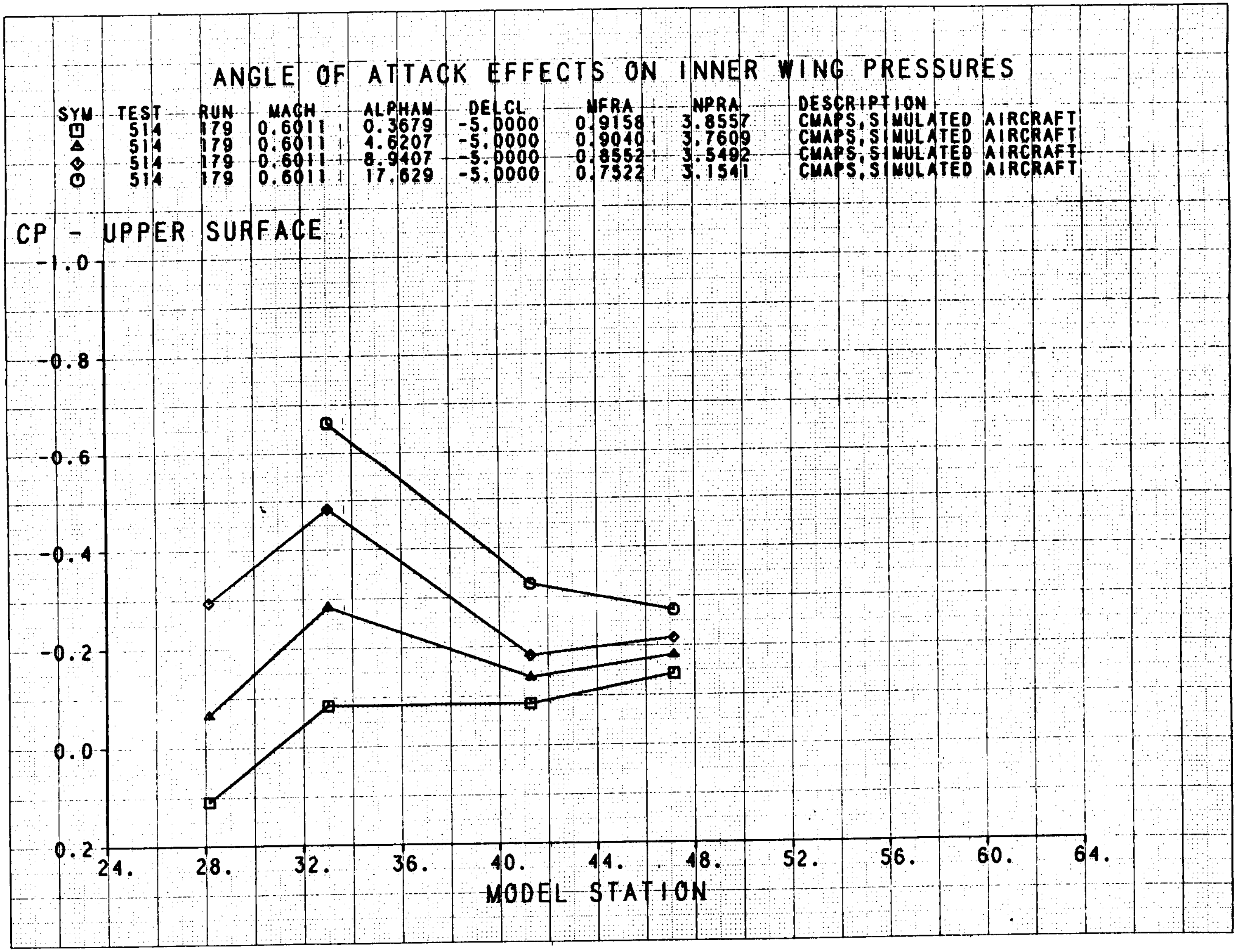
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
△ 514 179 0.6011 4.6207 -5.0000 0.9040 3.7609 CMAPS,SIMULATED AIRCRAFT
◇ 514 179 0.6011 8.9407 -5.0000 0.8552 3.5492 CMAPS,SIMULATED AIRCRAFT
○ 514 179 0.6011 17.629 -5.0000 0.7522 3.1541 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
△ 514 179 0.6011 4.6207 -5.0000 0.9040 3.7609 CMAPS,SIMULATED AIRCRAFT
◇ 514 179 0.6011 8.9407 -5.0000 0.8552 3.5492 CMAPS,SIMULATED AIRCRAFT
○ 514 179 0.6011 17.629 -5.0000 0.7522 3.1541 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



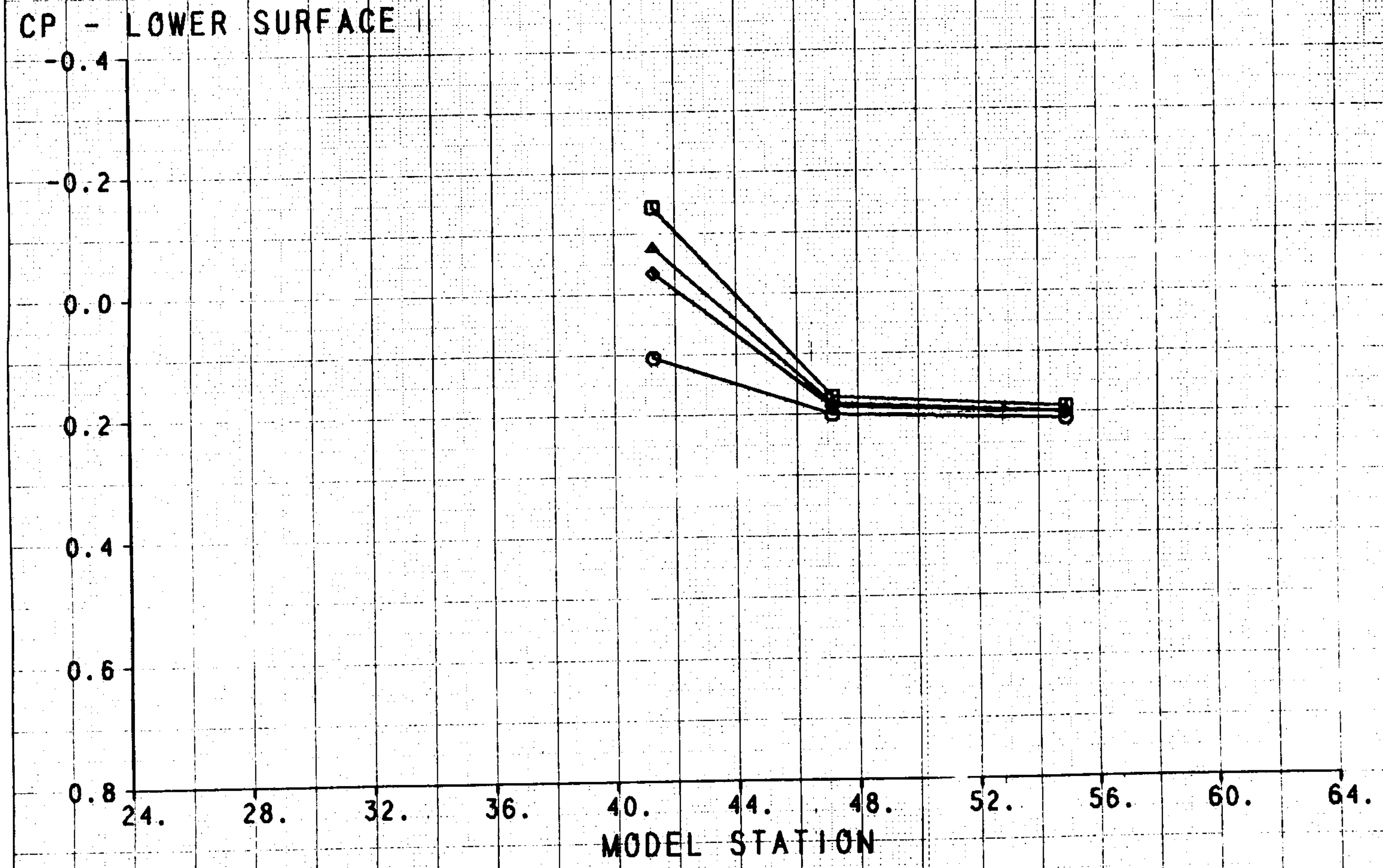
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
514 179 0.6011 4.6207 -5.0000 0.9040 3.7609 CMAPS,SIMULATED AIRCRAFT
514 179 0.6011 8.9407 -5.0000 0.8552 3.5492 CMAPS,SIMULATED AIRCRAFT
514 179 0.6011 17.629 -5.0000 0.7522 3.1541 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

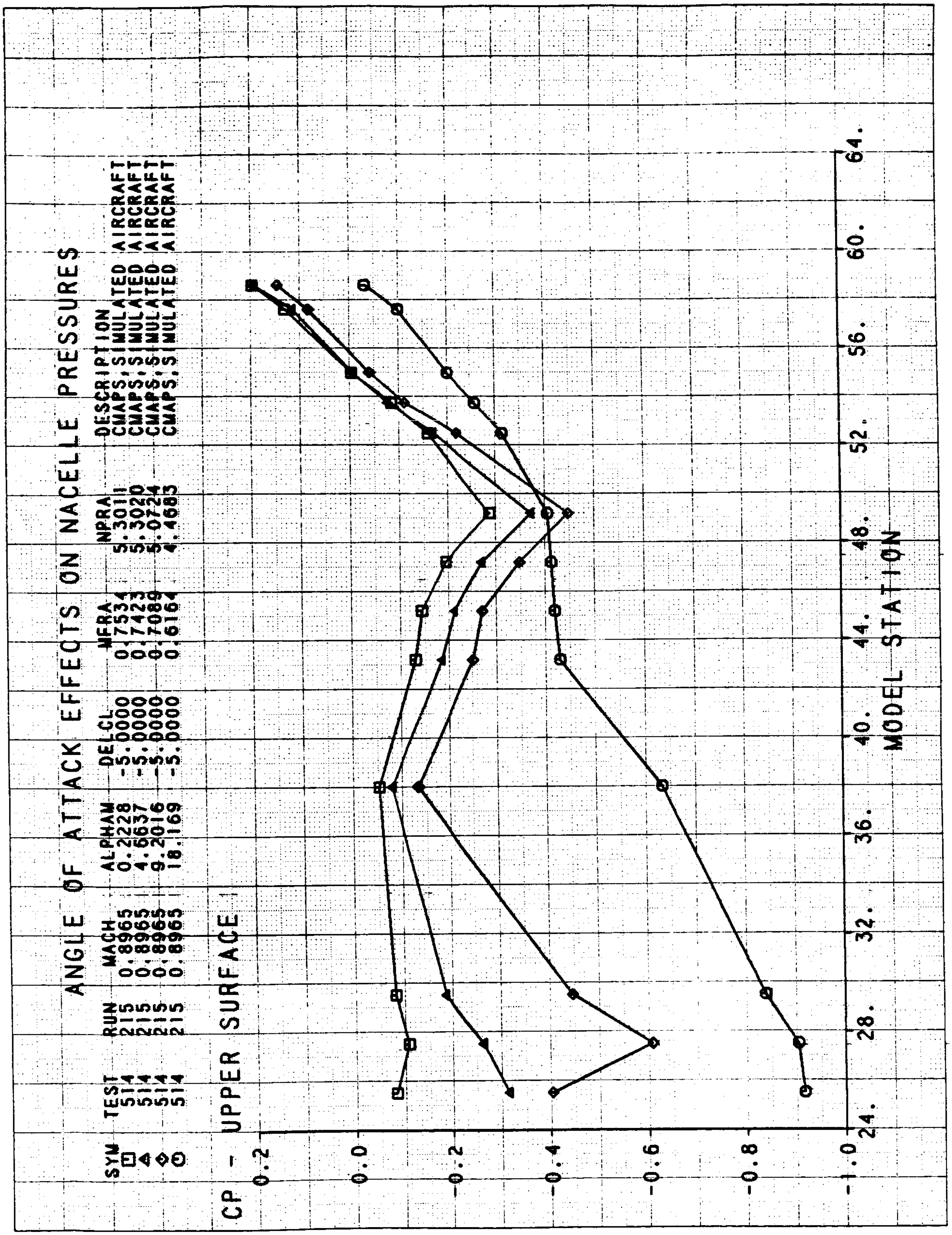

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS, SIMULATED AIRCRAFT
514 179 0.6011 4.6207 -5.0000 0.9040 3.7609 CMAPS, SIMULATED AIRCRAFT
514 179 0.6011 8.9407 -5.0000 0.8552 3.5492 CMAPS, SIMULATED AIRCRAFT
514 179 0.6011 17.629 -5.0000 0.7522 3.1541 CMAPS, SIMULATED AIRCRAFT
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

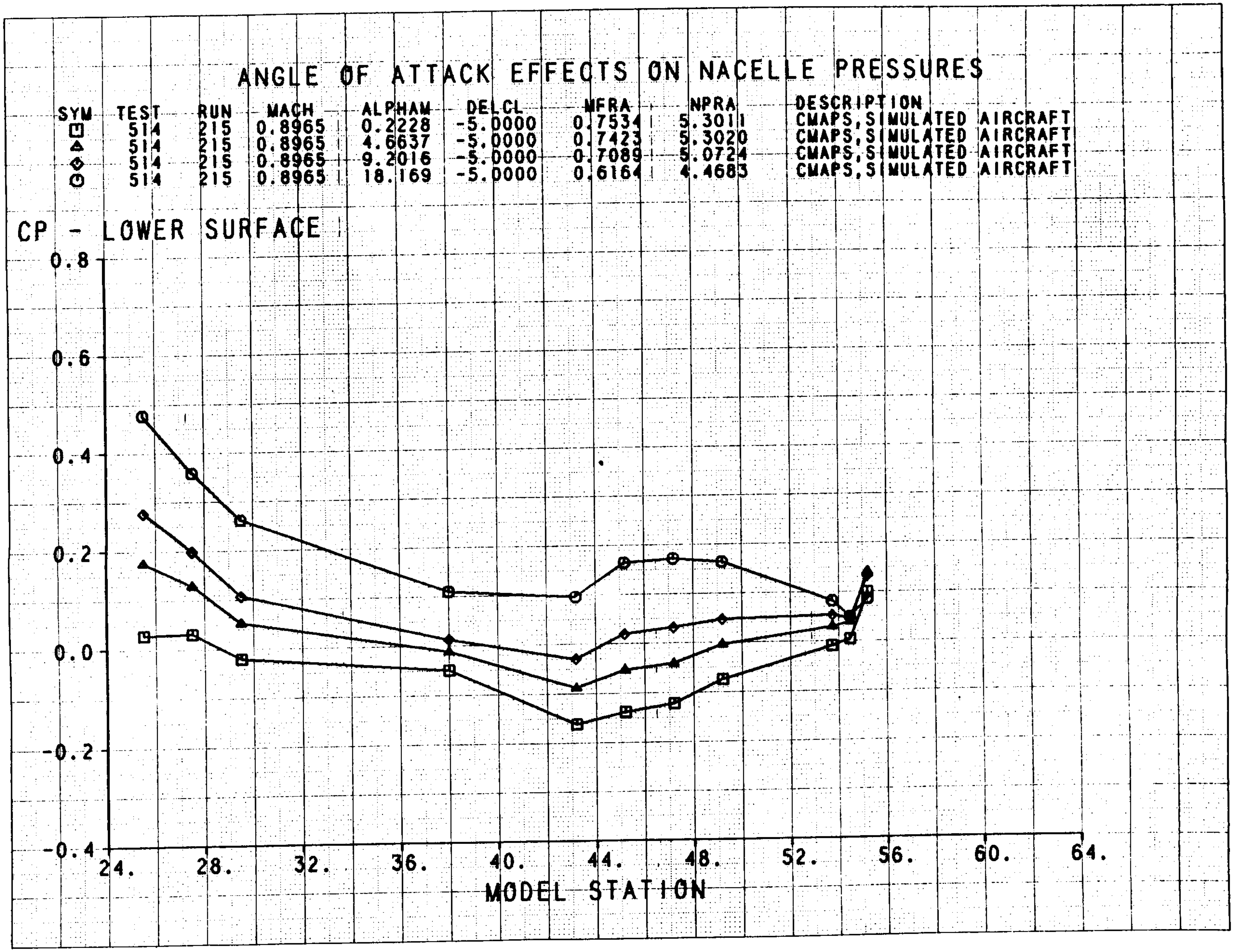

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 179 0.6011 0.3679 -5.0000 0.9158 3.8557 CMAPS,SIMULATED AIRCRAFT
△ 514 179 0.6011 4.6207 -5.0000 0.9040 3.7609 CMAPS,SIMULATED AIRCRAFT
◇ 514 179 0.6011 8.9407 -5.0000 0.8552 3.5492 CMAPS,SIMULATED AIRCRAFT
○ 514 179 0.6011 17.629 -5.0000 0.7522 3.1541 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

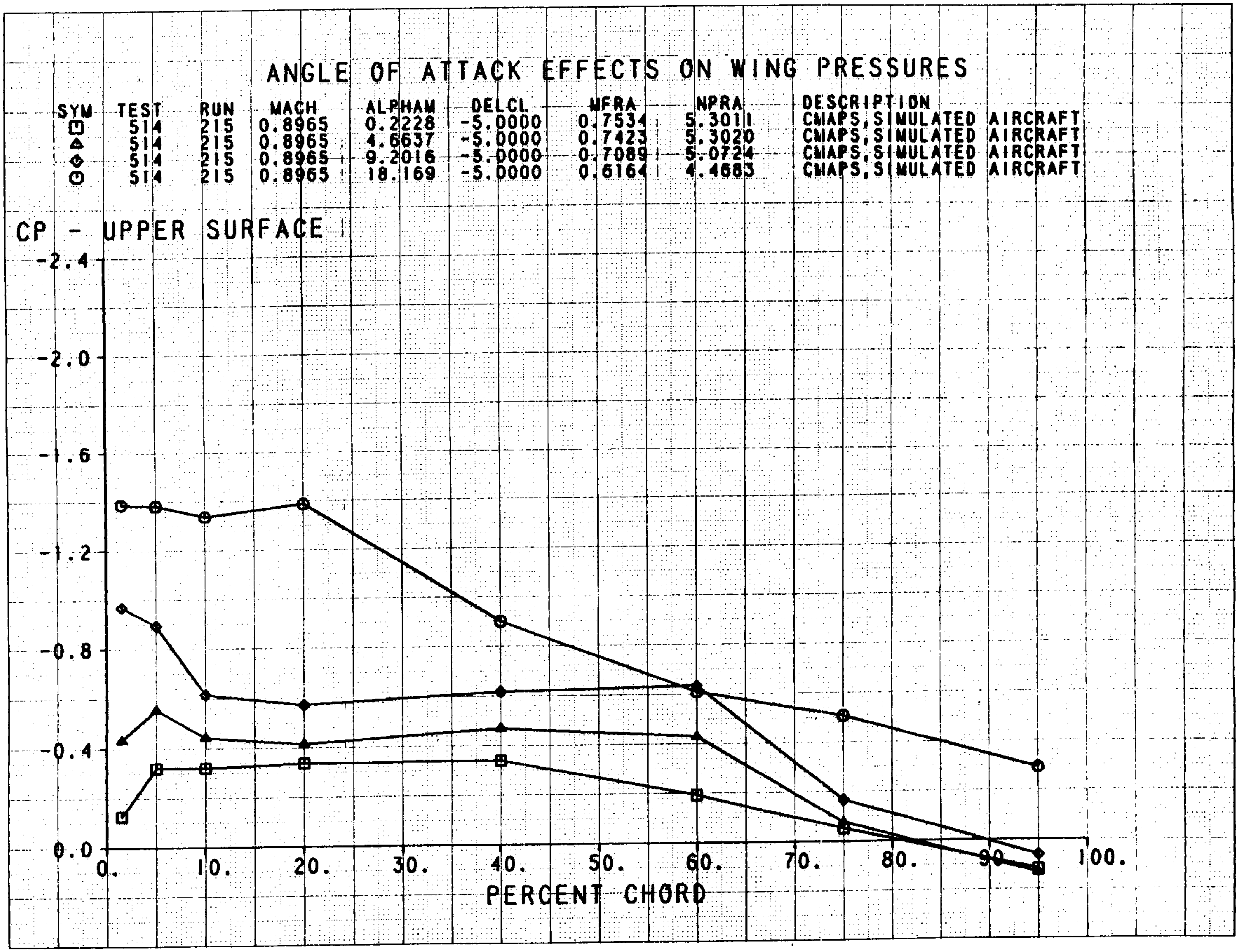
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES

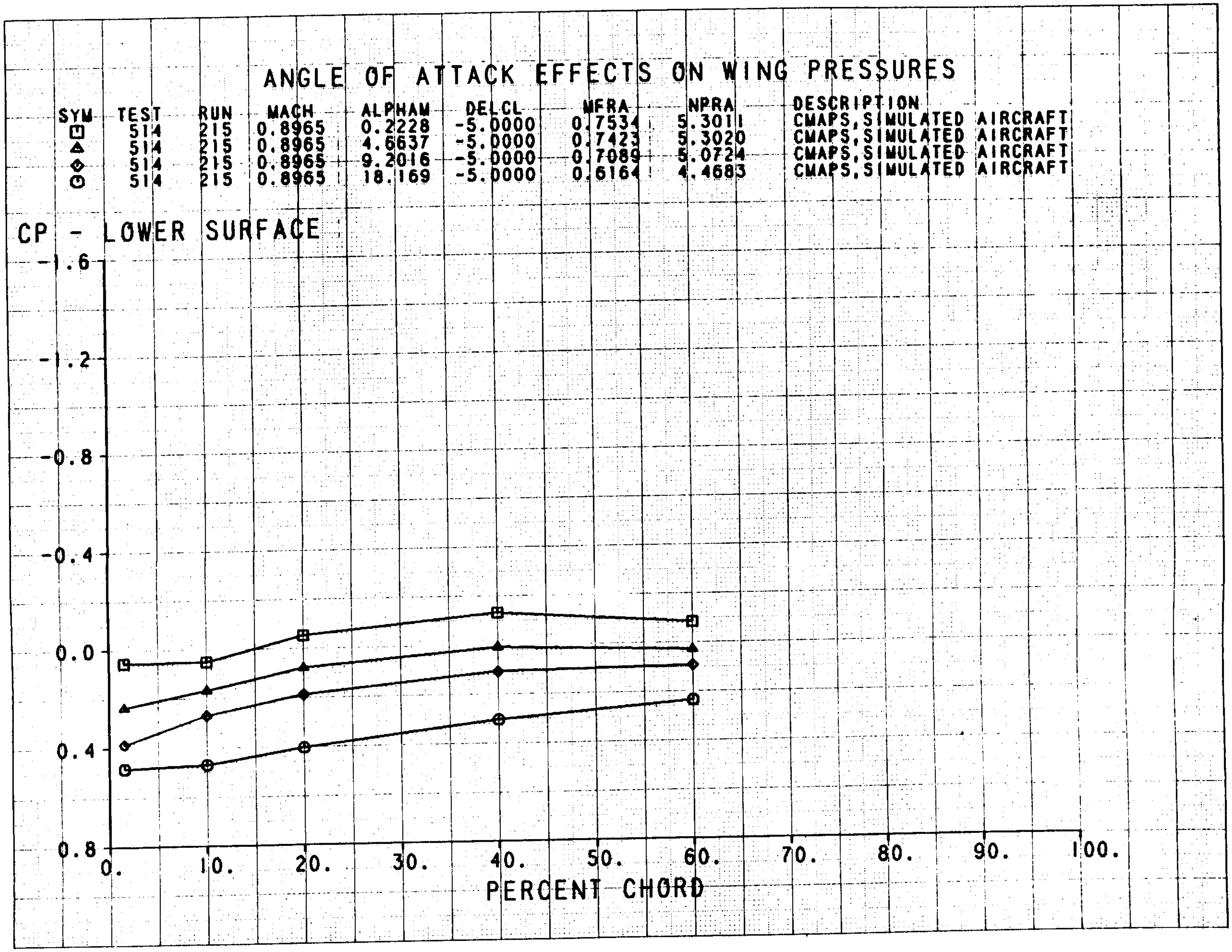
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	179	0.6011	0.3679	-5.0000	0.9158	3.8557	CMAPS, SIMULATED AIRCRAFT
△	514	179	0.6011	4.6207	-5.0000	0.9040	3.7609	CMAPS, SIMULATED AIRCRAFT
◇	514	179	0.6011	8.9407	-5.0000	0.8552	3.5492	CMAPS, SIMULATED AIRCRAFT
○	514	179	0.6011	17.629	-5.0000	0.7522	3.1541	CMAPS, SIMULATED AIRCRAFT

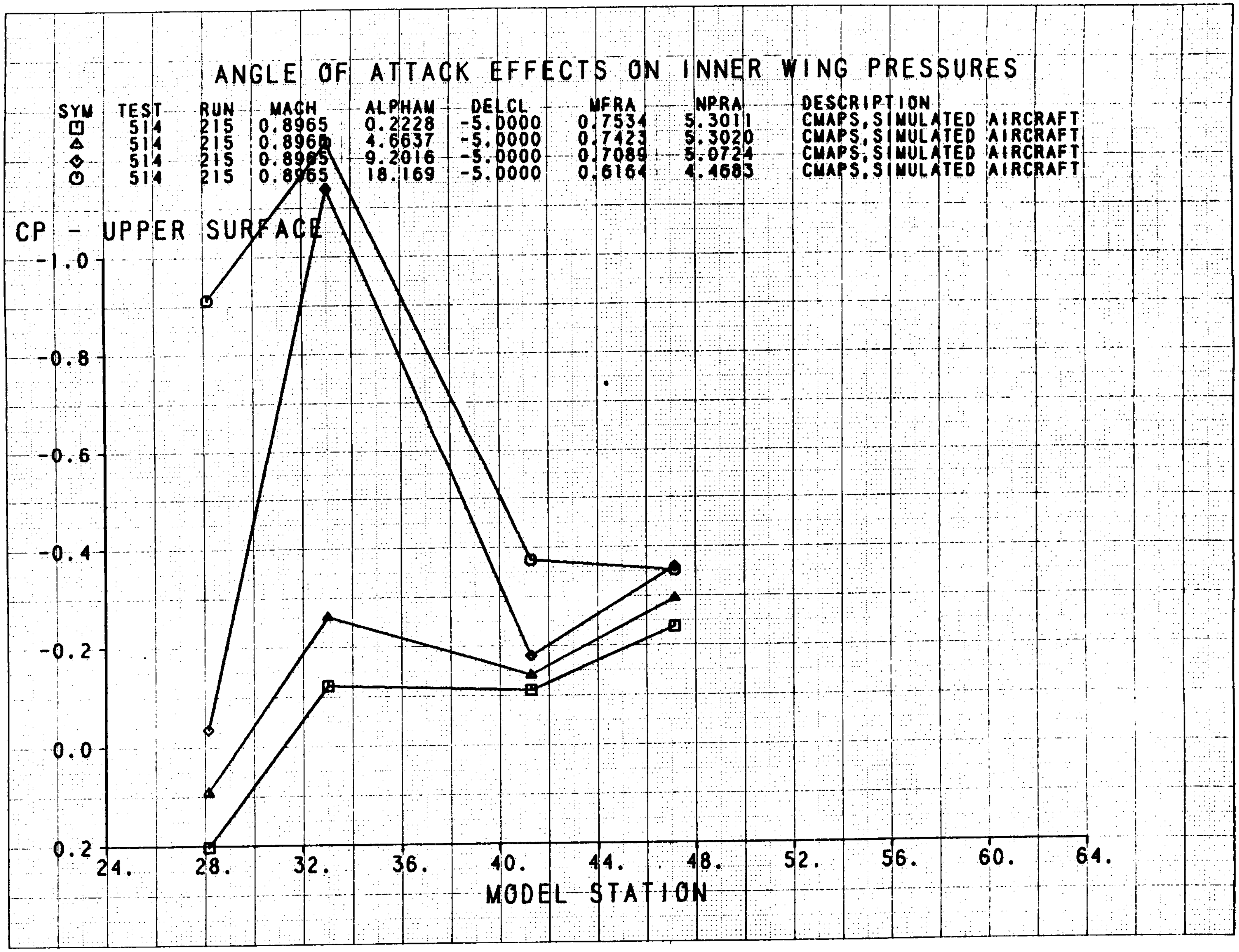


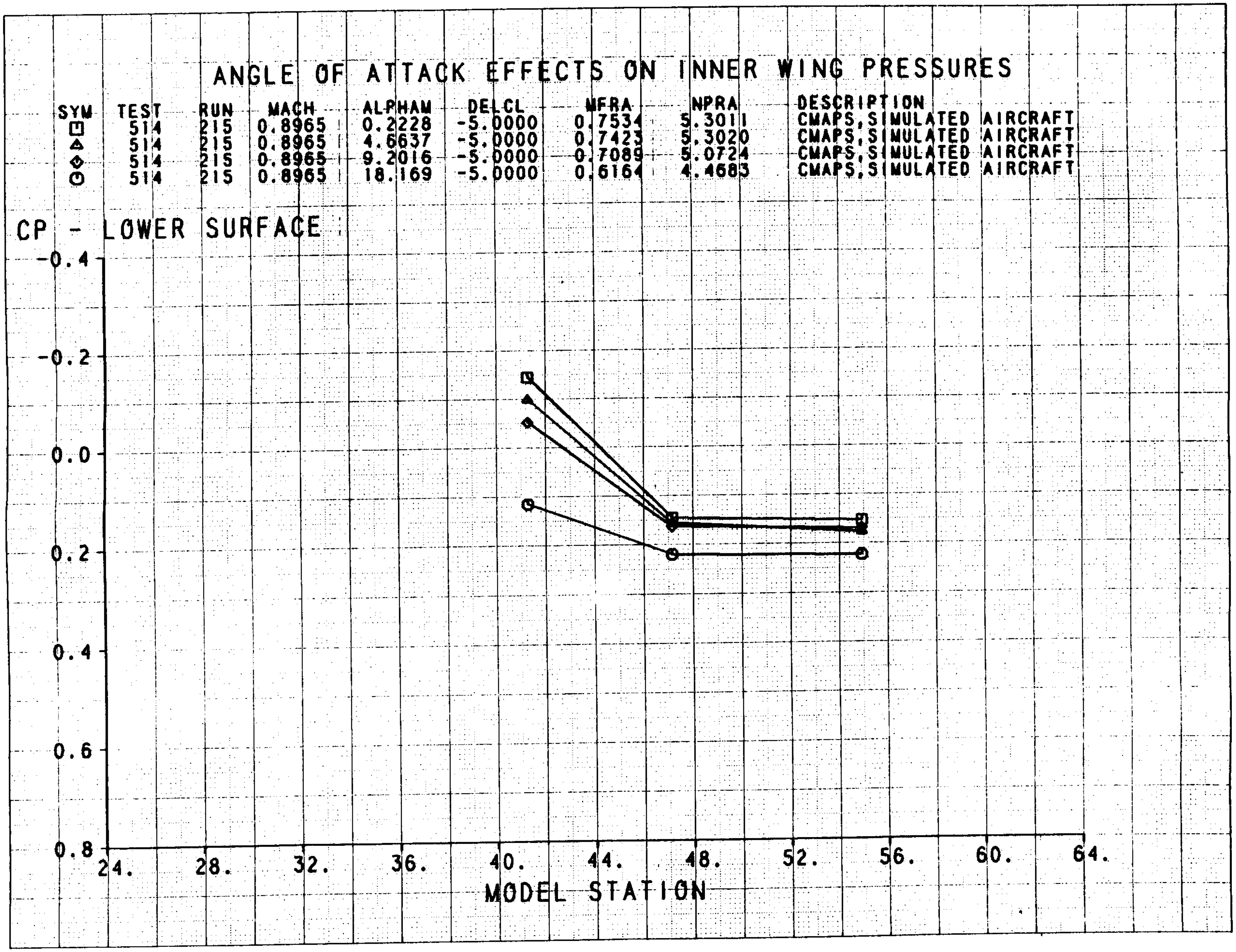

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
△ 514 215 0.8965 4.6637 -5.0000 0.7423 5.3020 CMAPS,SIMULATED AIRCRAFT
◇ 514 215 0.8965 9.2016 -5.0000 0.7089 5.0724 CMAPS,SIMULATED AIRCRAFT
○ 514 215 0.8965 18.169 -5.0000 0.6164 4.4683 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

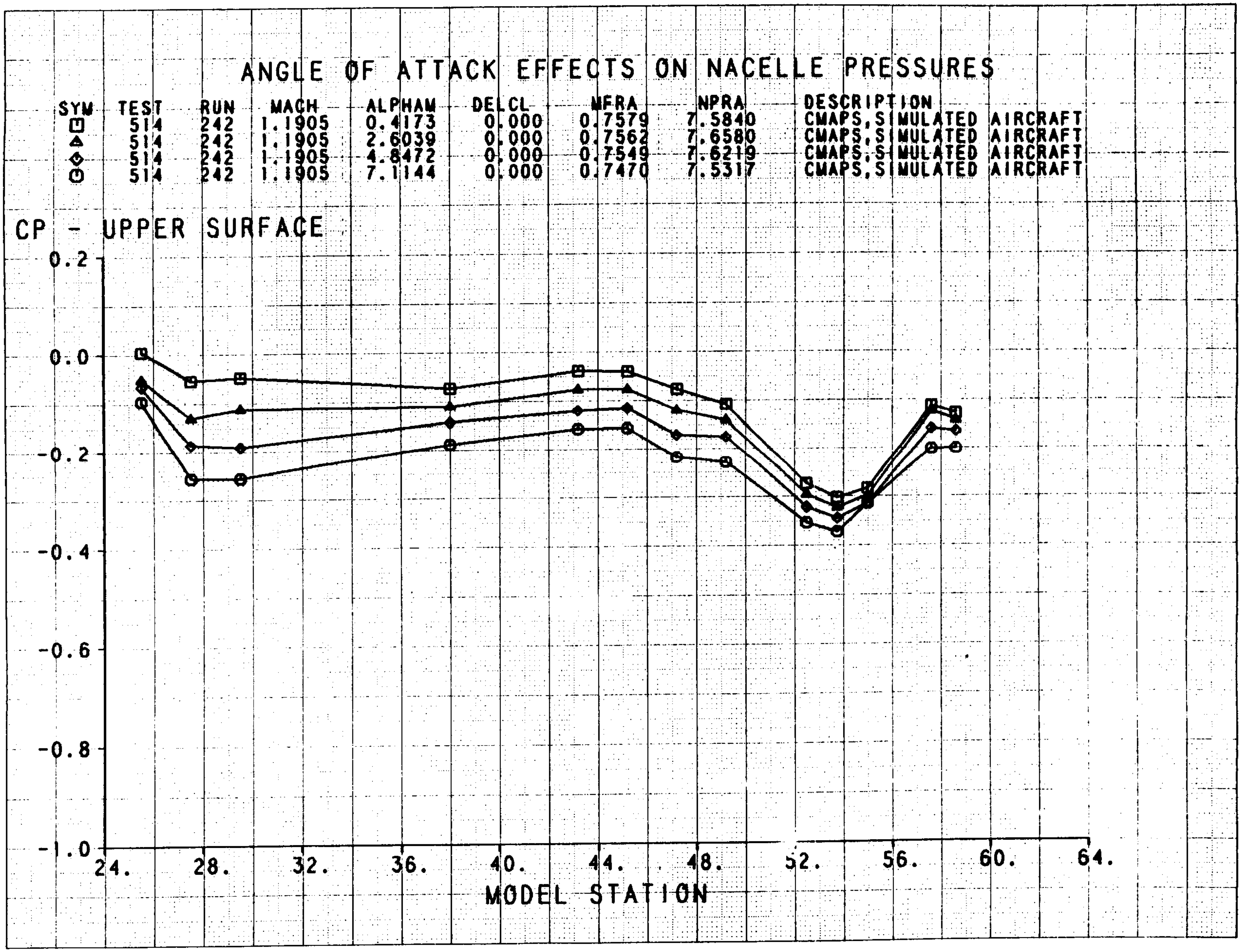

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
△ 514 215 0.8965 4.6637 -5.0000 0.7423 5.3020 CMAPS,SIMULATED AIRCRAFT
◇ 514 215 0.8965 9.2016 -5.0000 0.7089 5.0724 CMAPS,SIMULATED AIRCRAFT
○ 514 215 0.8965 18.169 -5.0000 0.6164 4.4683 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

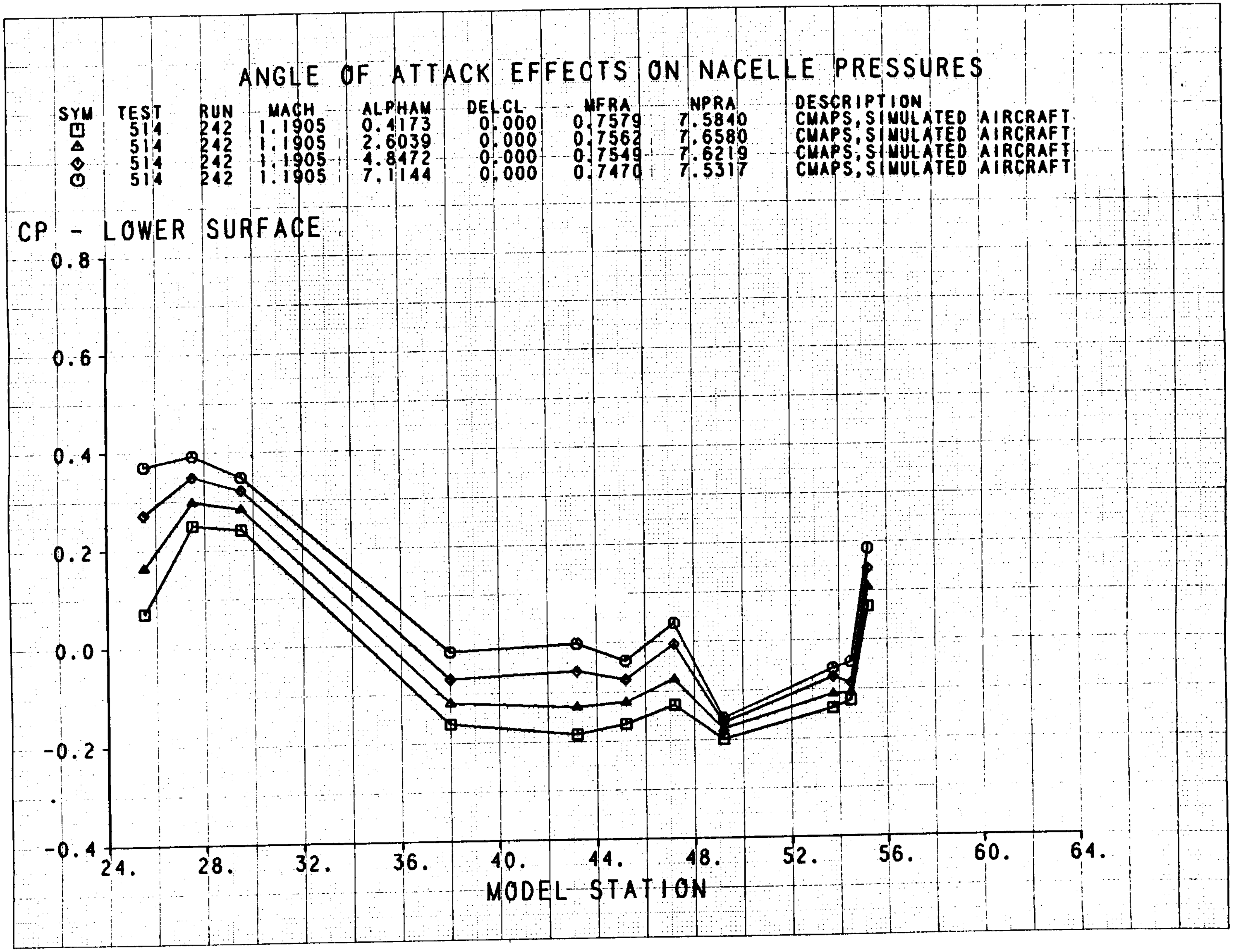

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
△ 514 215 0.8965 4.6637 -5.0000 0.7423 5.3020 CMAPS,SIMULATED AIRCRAFT
◇ 514 215 0.8965 9.2016 -5.0000 0.7089 5.0724 CMAPS,SIMULATED AIRCRAFT
○ 514 215 0.8965 18.169 -5.0000 0.6164 4.4683 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
514 215 0.8965 4.6637 -5.0000 0.7423 5.3020 CMAPS,SIMULATED AIRCRAFT
514 215 0.8965 9.2016 -5.0000 0.7089 5.0724 CMAPS,SIMULATED AIRCRAFT
514 215 0.8965 18.169 -5.0000 0.6164 4.4683 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD

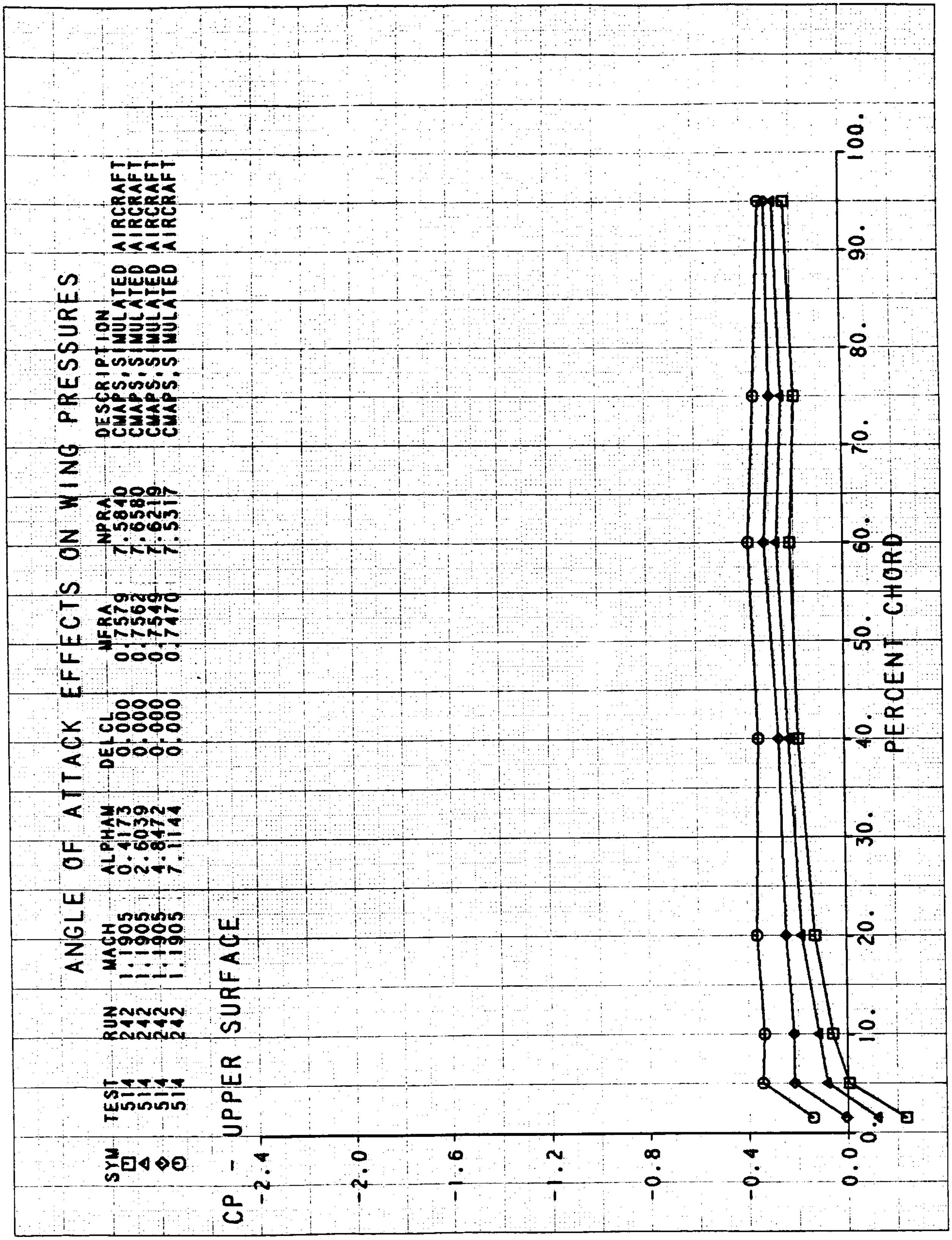

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
△ 514 215 0.8965 4.6637 -5.0000 0.7423 5.3020 CMAPS,SIMULATED AIRCRAFT
◇ 514 215 0.8965 9.2016 -5.0000 0.7089 5.0724 CMAPS,SIMULATED AIRCRAFT
○ 514 215 0.8965 18.169 -5.0000 0.6164 4.4683 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 215 0.8965 0.2228 -5.0000 0.7534 5.3011 CMAPS,SIMULATED AIRCRAFT
△ 514 215 0.8965 4.6637 -5.0000 0.7423 5.3020 CMAPS,SIMULATED AIRCRAFT
◇ 514 215 0.8965 9.2016 -5.0000 0.7089 5.0724 CMAPS,SIMULATED AIRCRAFT
○ 514 215 0.8965 18.169 -5.0000 0.6164 4.4683 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.2
0.0
0.2
0.4
0.6
0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
△ 514 242 1.1905 2.6039 0.000 0.7562 7.6580 CMAPS,SIMULATED AIRCRAFT
◇ 514 242 1.1905 4.8472 0.000 0.7549 7.6219 CMAPS,SIMULATED AIRCRAFT
○ 514 242 1.1905 7.1144 0.000 0.7470 7.5317 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

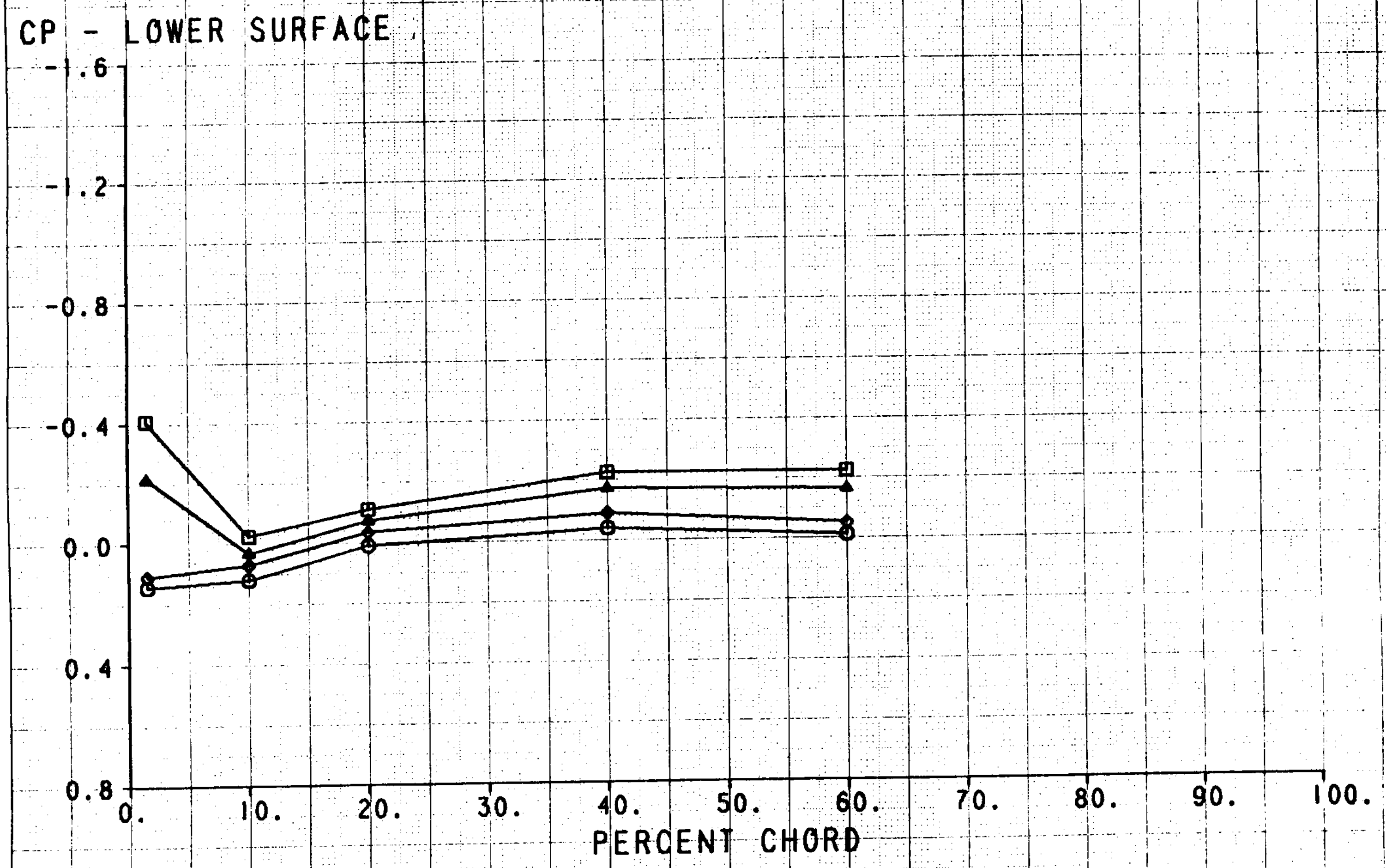


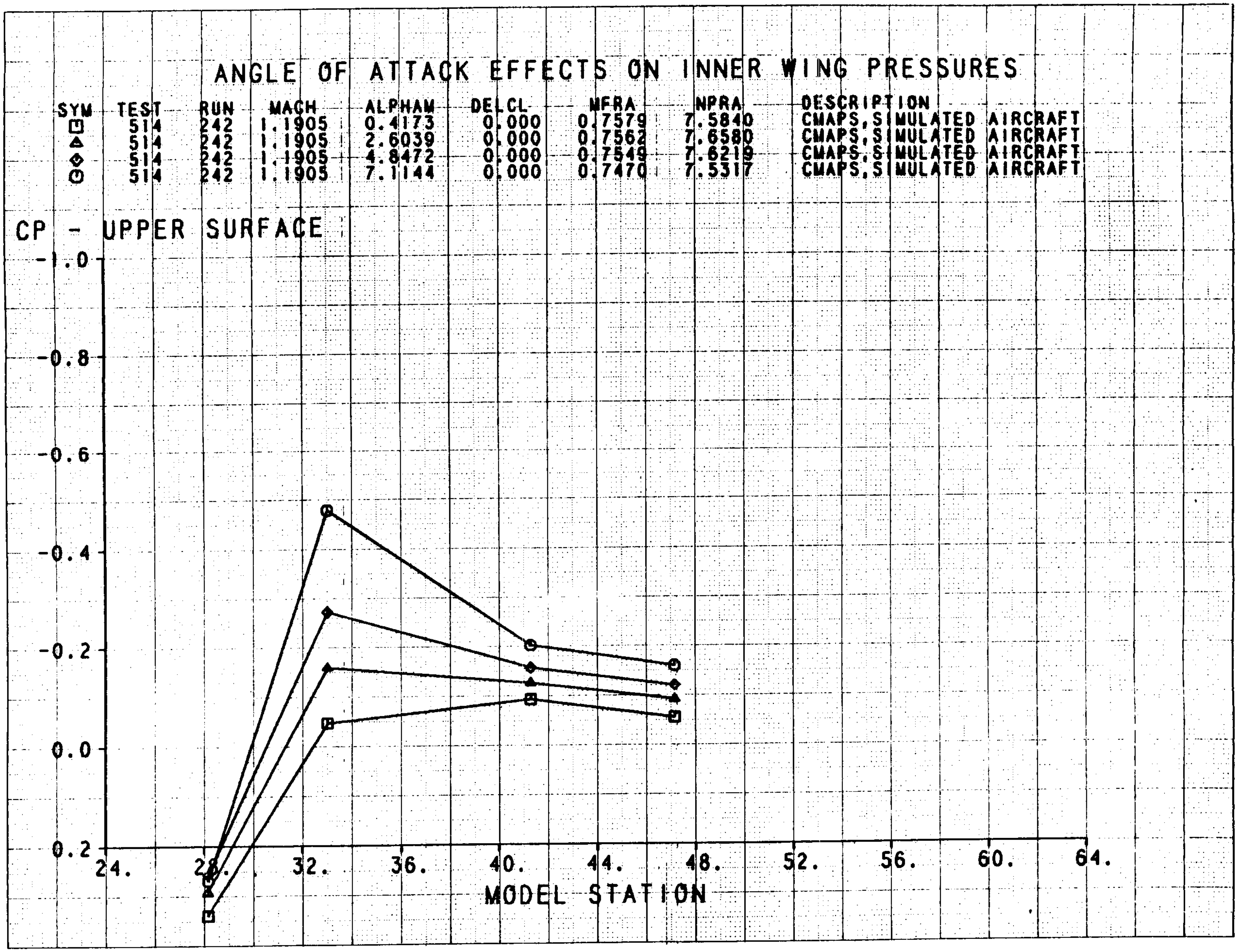
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
△ 514 242 1.1905 2.6039 0.000 0.7562 7.6580 CMAPS,SIMULATED AIRCRAFT
◇ 514 242 1.1905 4.8472 0.000 0.7549 7.6219 CMAPS,SIMULATED AIRCRAFT
○ 514 242 1.1905 7.1144 0.000 0.7470 7.5317 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

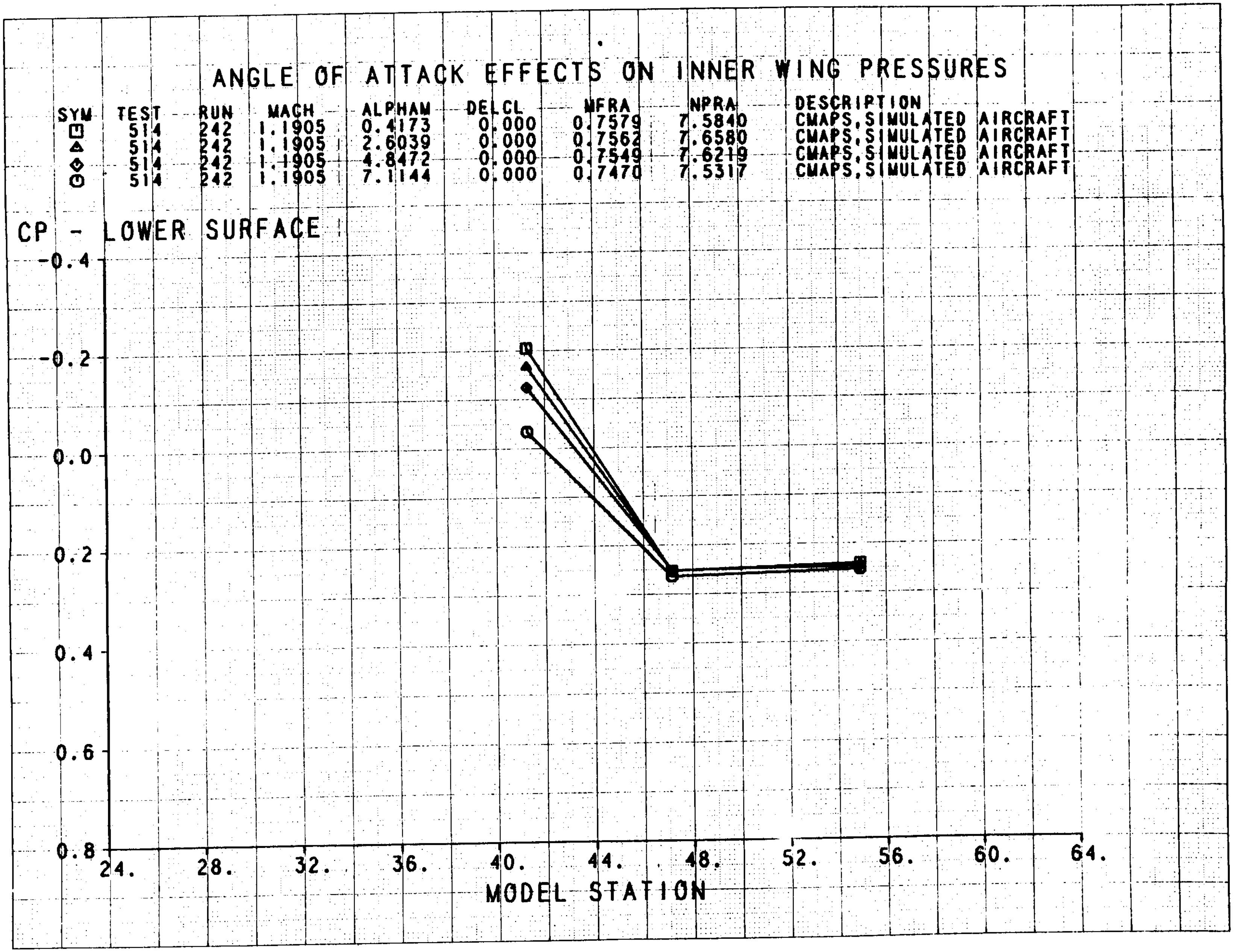

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NFRA NPRA DESCRIPTION
514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
514 242 1.1905 2.6039 0.000 0.7562 7.6580 CMAPS,SIMULATED AIRCRAFT
514 242 1.1905 4.8472 0.000 0.7549 7.6219 CMAPS,SIMULATED AIRCRAFT
514 242 1.1905 7.1144 0.000 0.7470 7.5317 CMAPS,SIMULATED AIRCRAFT
UPPER SURFACE
CP
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

ANGLE OF ATTACK EFFECTS ON WING PRESSURES

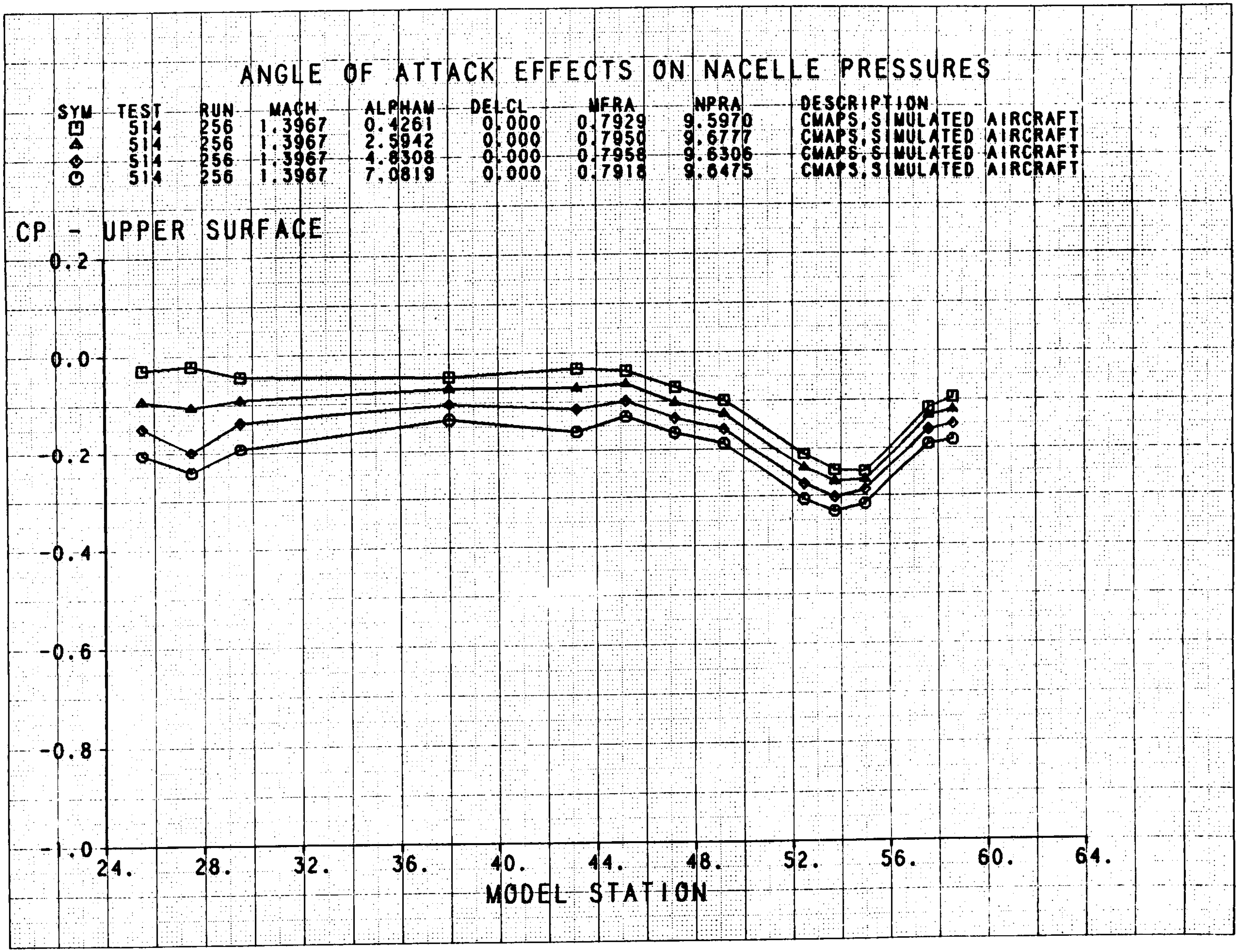
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	242	1.1905	0.4173	0.000	0.7579	7.5840	CMAPS, SIMULATED AIRCRAFT
△	514	242	1.1905	2.6039	0.000	0.7562	7.6580	CMAPS, SIMULATED AIRCRAFT
◇	514	242	1.1905	4.8472	0.000	0.7549	7.6219	CMAPS, SIMULATED AIRCRAFT
⊙	514	242	1.1905	7.1144	0.000	0.7470	7.5317	CMAPS, SIMULATED AIRCRAFT

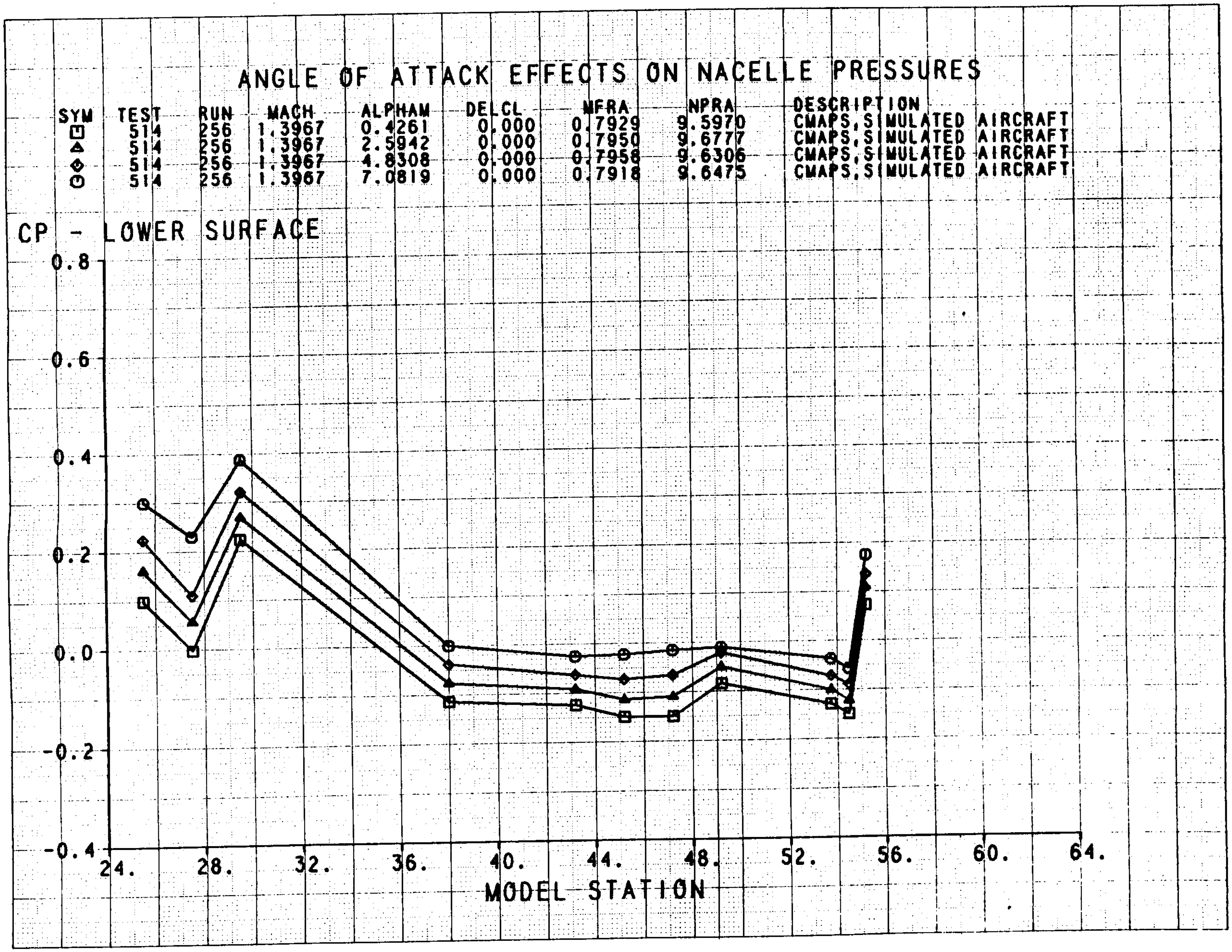



ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
△ 514 242 1.1905 2.6039 0.000 0.7562 7.6580 CMAPS,SIMULATED AIRCRAFT
◇ 514 242 1.1905 4.8472 0.000 0.7549 7.6219 CMAPS,SIMULATED AIRCRAFT
○ 514 242 1.1905 7.1144 0.000 0.7470 7.5317 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

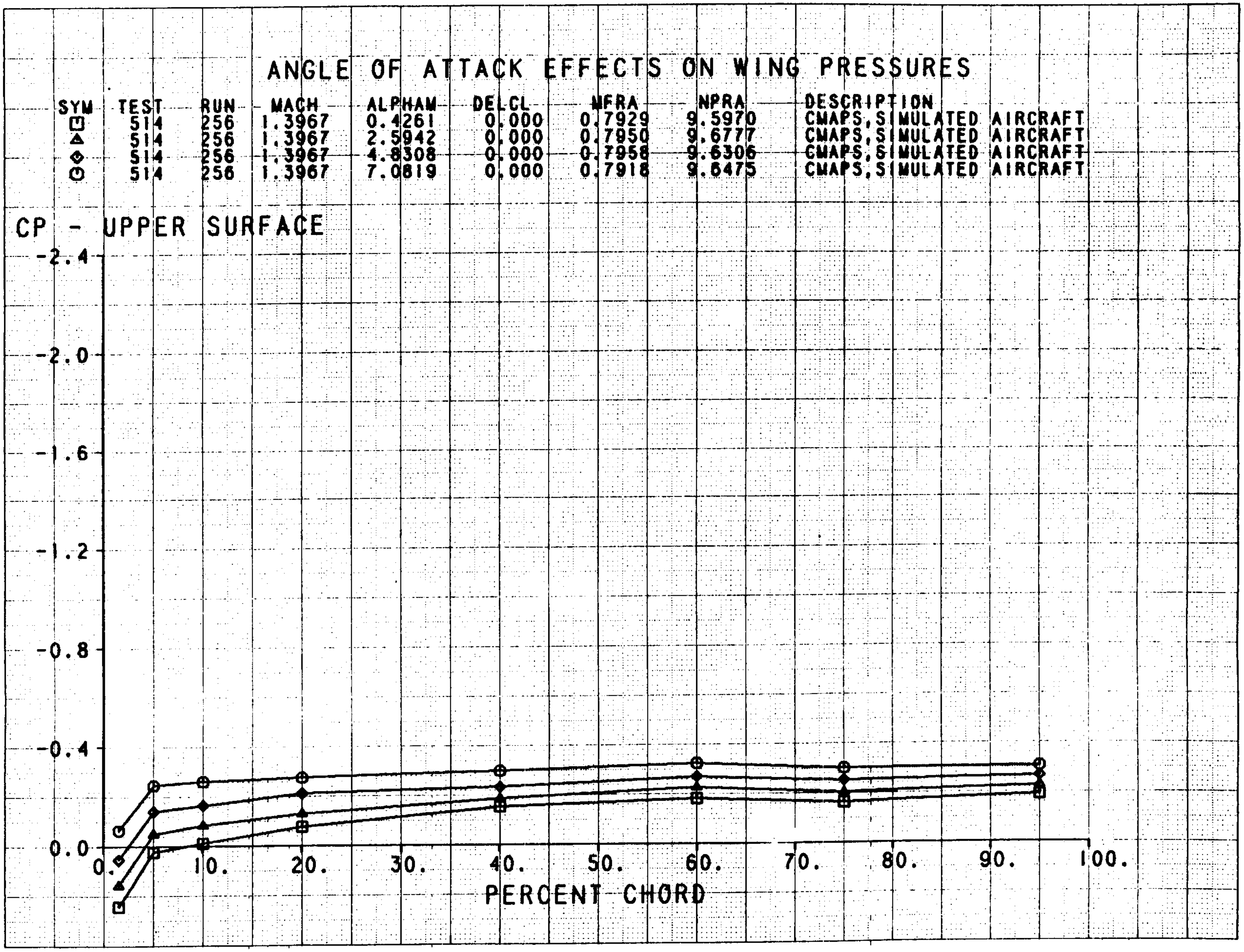


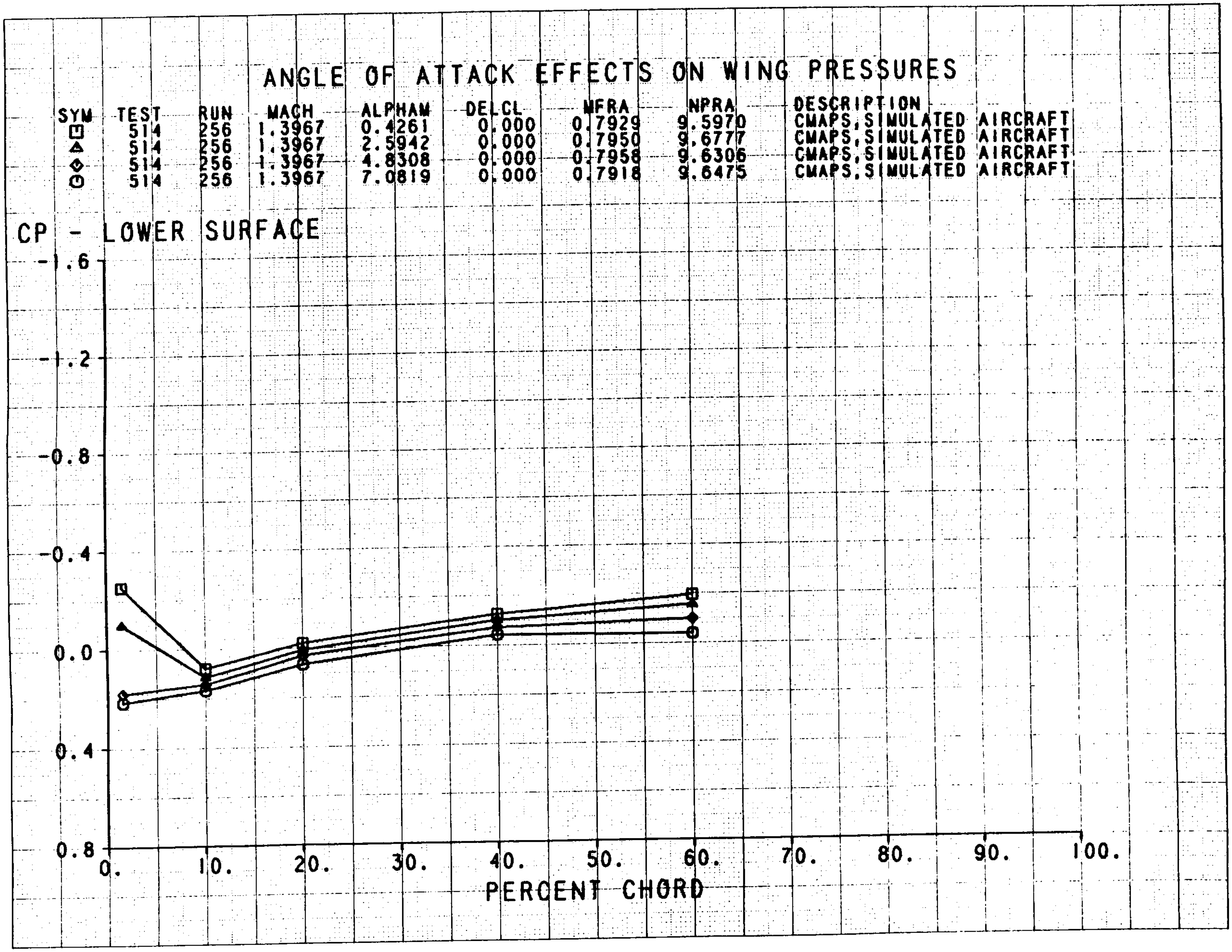
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 242 1.1905 0.4173 0.000 0.7579 7.5840 CMAPS,SIMULATED AIRCRAFT
514 242 1.1905 2.6039 0.000 0.7562 7.6580 CMAPS,SIMULATED AIRCRAFT
514 242 1.1905 4.8472 0.000 0.7549 7.6219 CMAPS,SIMULATED AIRCRAFT
514 242 1.1905 7.1144 0.000 0.7470 7.5317 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-0.4
-0.2
0.0
0.2
0.4
0.6
0.8
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

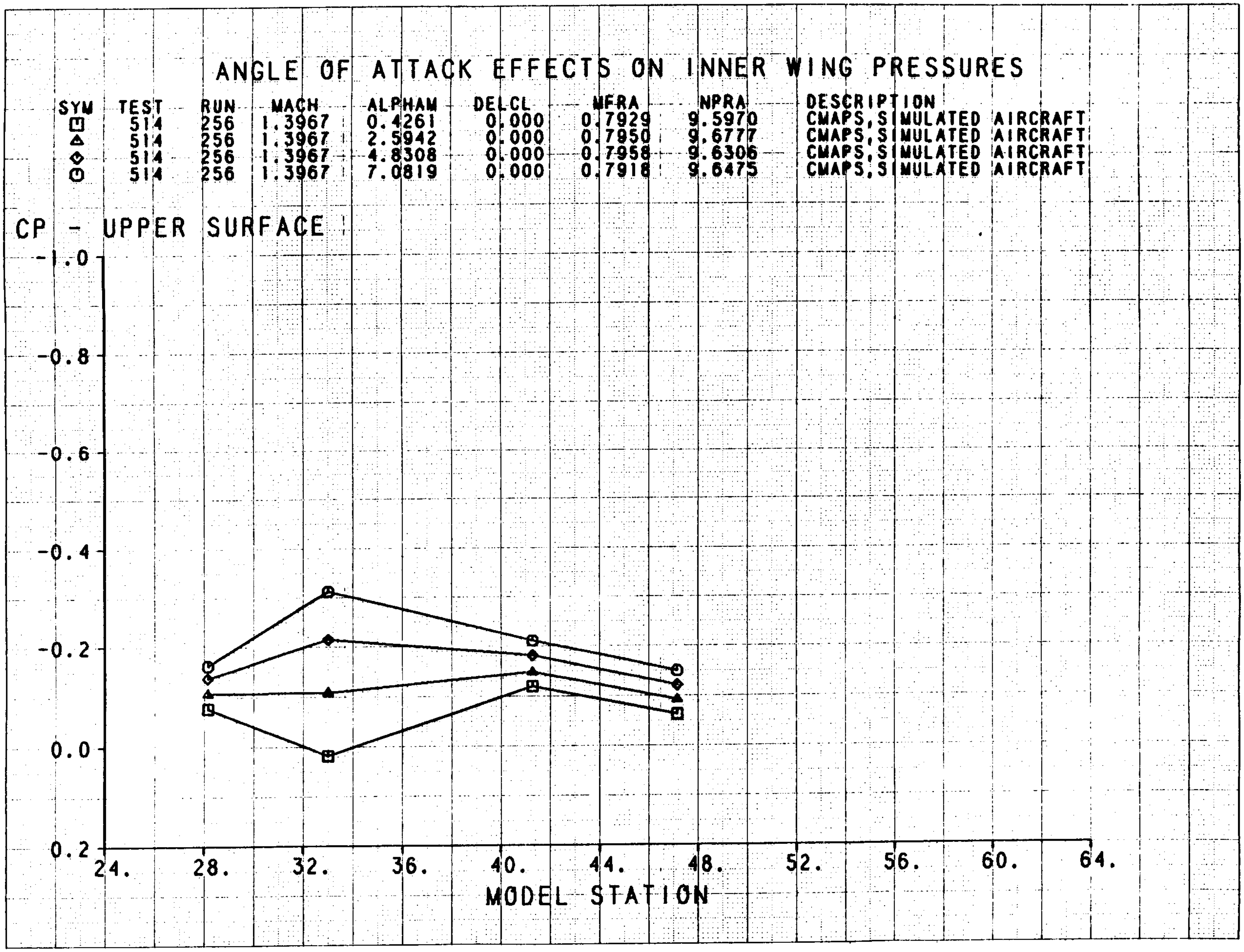

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
514 256 1.3967 2.5942 0.000 0.7950 9.6777 CMAPS,SIMULATED AIRCRAFT
514 256 1.3967 4.8308 0.000 0.7958 9.6306 CMAPS,SIMULATED AIRCRAFT
514 256 1.3967 7.0819 0.000 0.7918 9.6475 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
△ 514 256 1.3967 2.5942 0.000 0.7950 9.6777 CMAPS,SIMULATED AIRCRAFT
◇ 514 256 1.3967 4.8308 0.000 0.7958 9.6306 CMAPS,SIMULATED AIRCRAFT
○ 514 256 1.3967 7.0819 0.000 0.7918 9.6475 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

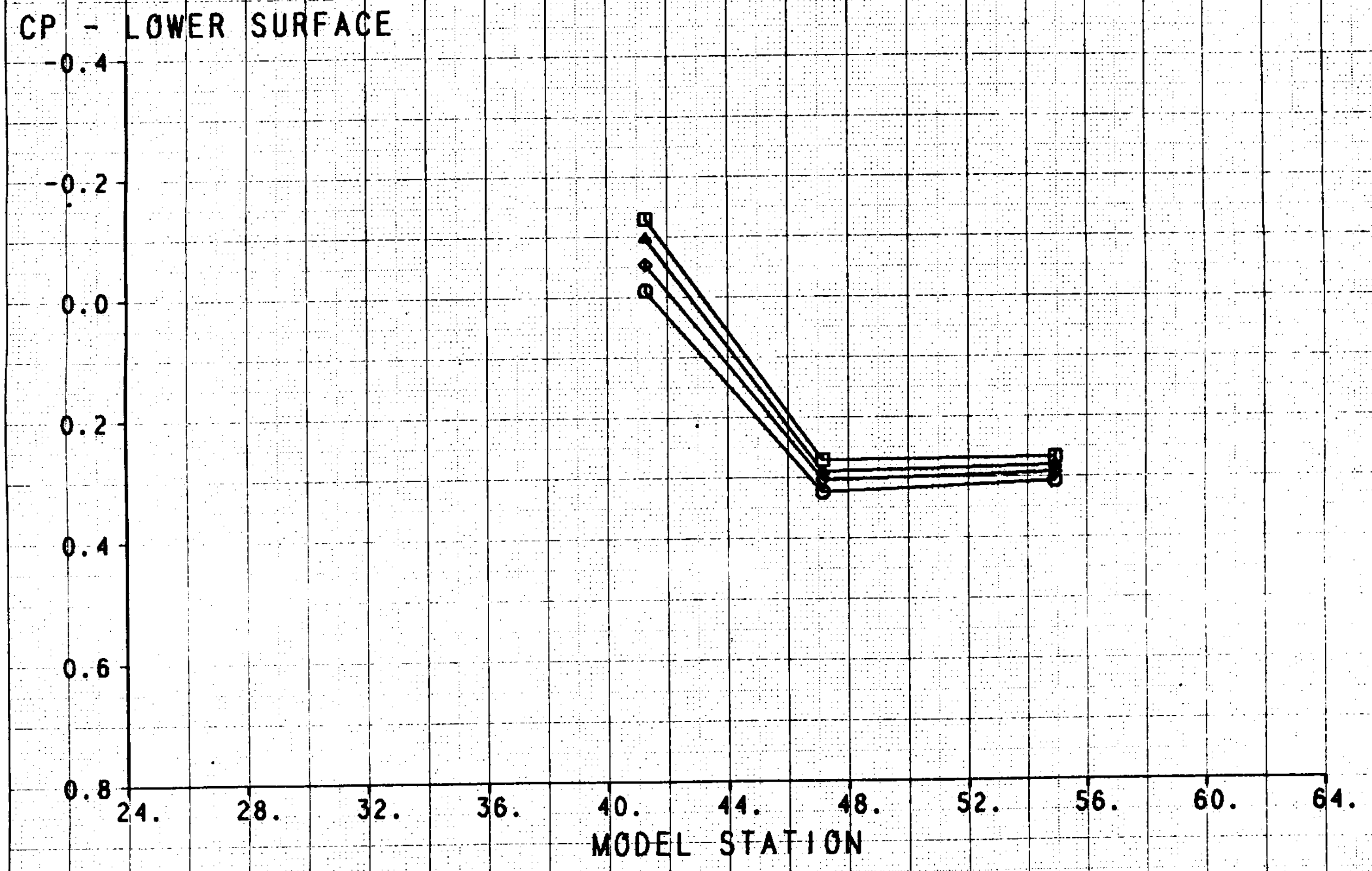

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
△ 514 256 1.3967 2.5942 0.000 0.7950 9.6777 CMAPS,SIMULATED AIRCRAFT
◇ 514 256 1.3967 4.8308 0.000 0.7958 9.6306 CMAPS,SIMULATED AIRCRAFT
○ 514 256 1.3967 7.0819 0.000 0.7918 9.6475 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

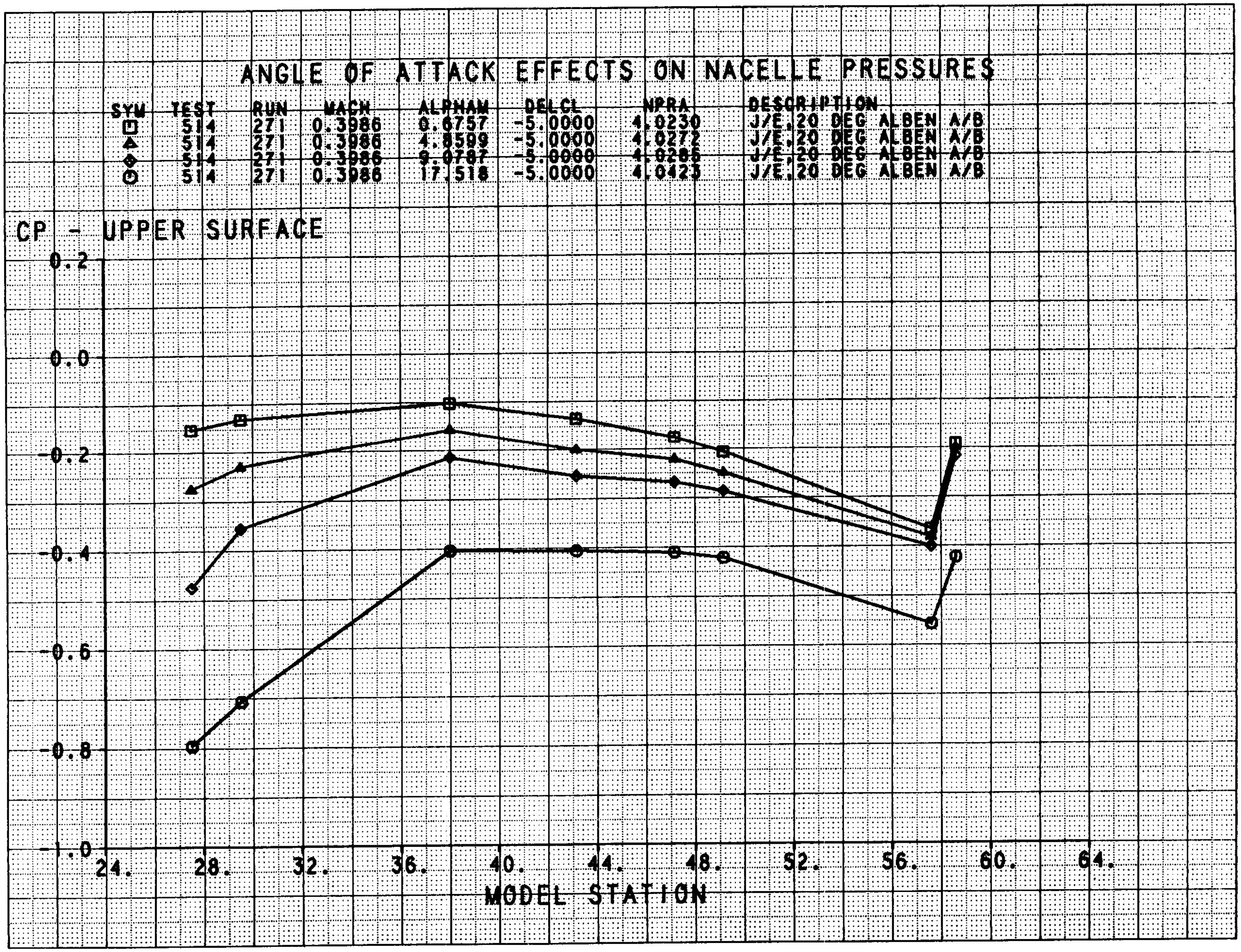

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
△ 514 256 1.3967 2.5942 0.000 0.7950 9.6777 CMAPS,SIMULATED AIRCRAFT
◇ 514 256 1.3967 4.8308 0.000 0.7958 9.6306 CMAPS,SIMULATED AIRCRAFT
○ 514 256 1.3967 7.0819 0.000 0.7918 9.6475 CMAPS,SIMULATED AIRCRAFT
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

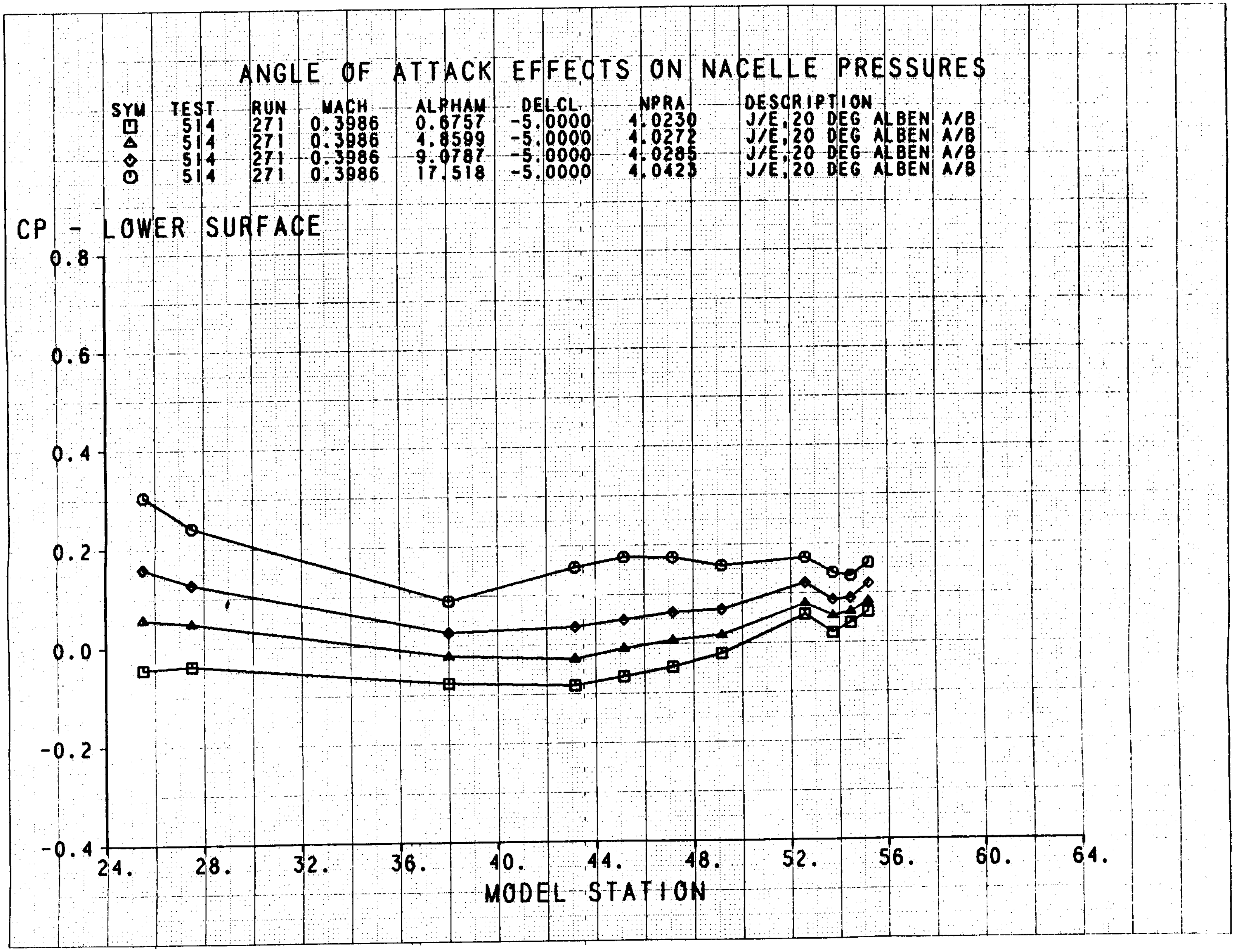

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA NPRA DESCRIPTION
□ 514 256 1.3967 0.4261 0.000 0.7929 9.5970 CMAPS,SIMULATED AIRCRAFT
△ 514 256 1.3967 2.5942 0.000 0.7950 9.6777 CMAPS,SIMULATED AIRCRAFT
◇ 514 256 1.3967 4.8308 0.000 0.7958 9.6306 CMAPS,SIMULATED AIRCRAFT
○ 514 256 1.3967 7.0819 0.000 0.7918 9.6475 CMAPS,SIMULATED AIRCRAFT
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES

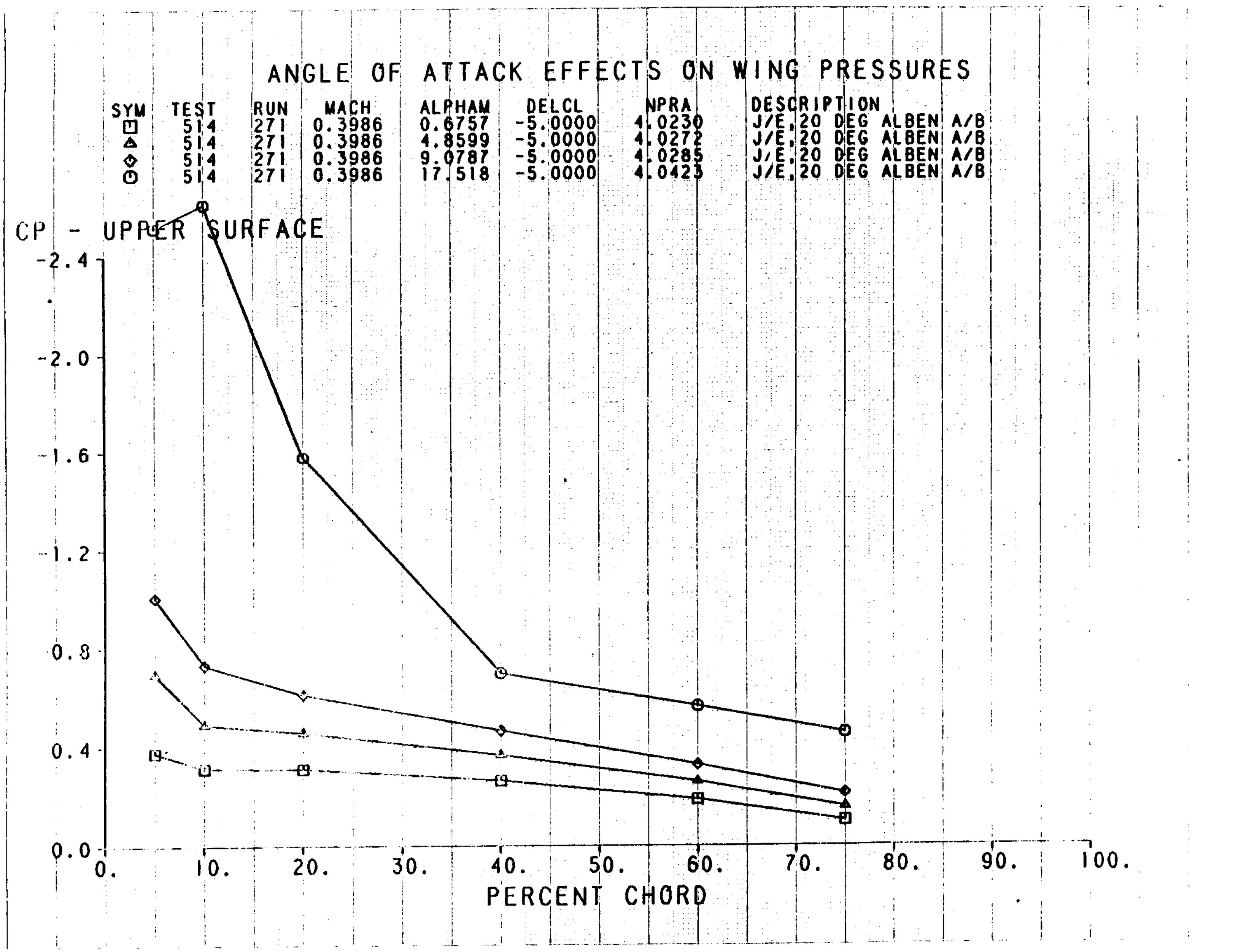
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	NPRA	DESCRIPTION
□	514	256	1.3967	0.4261	0.000	0.7929	9.5970	CMAPS,SIMULATED AIRCRAFT
△	514	256	1.3967	2.5942	0.000	0.7950	9.6777	CMAPS,SIMULATED AIRCRAFT
◇	514	256	1.3967	4.8308	0.000	0.7958	9.6306	CMAPS,SIMULATED AIRCRAFT
○	514	256	1.3967	7.0819	0.000	0.7918	9.6475	CMAPS,SIMULATED AIRCRAFT

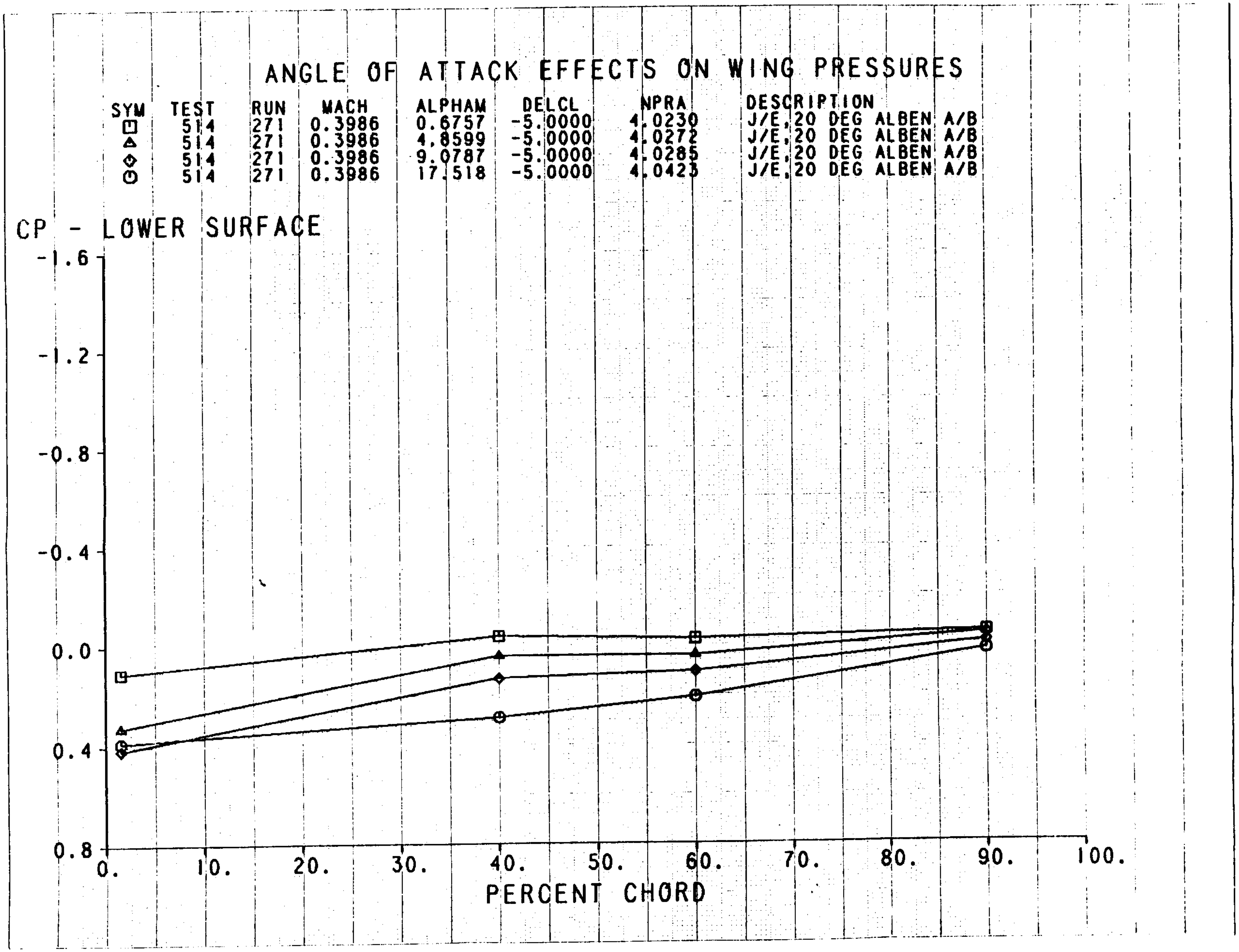


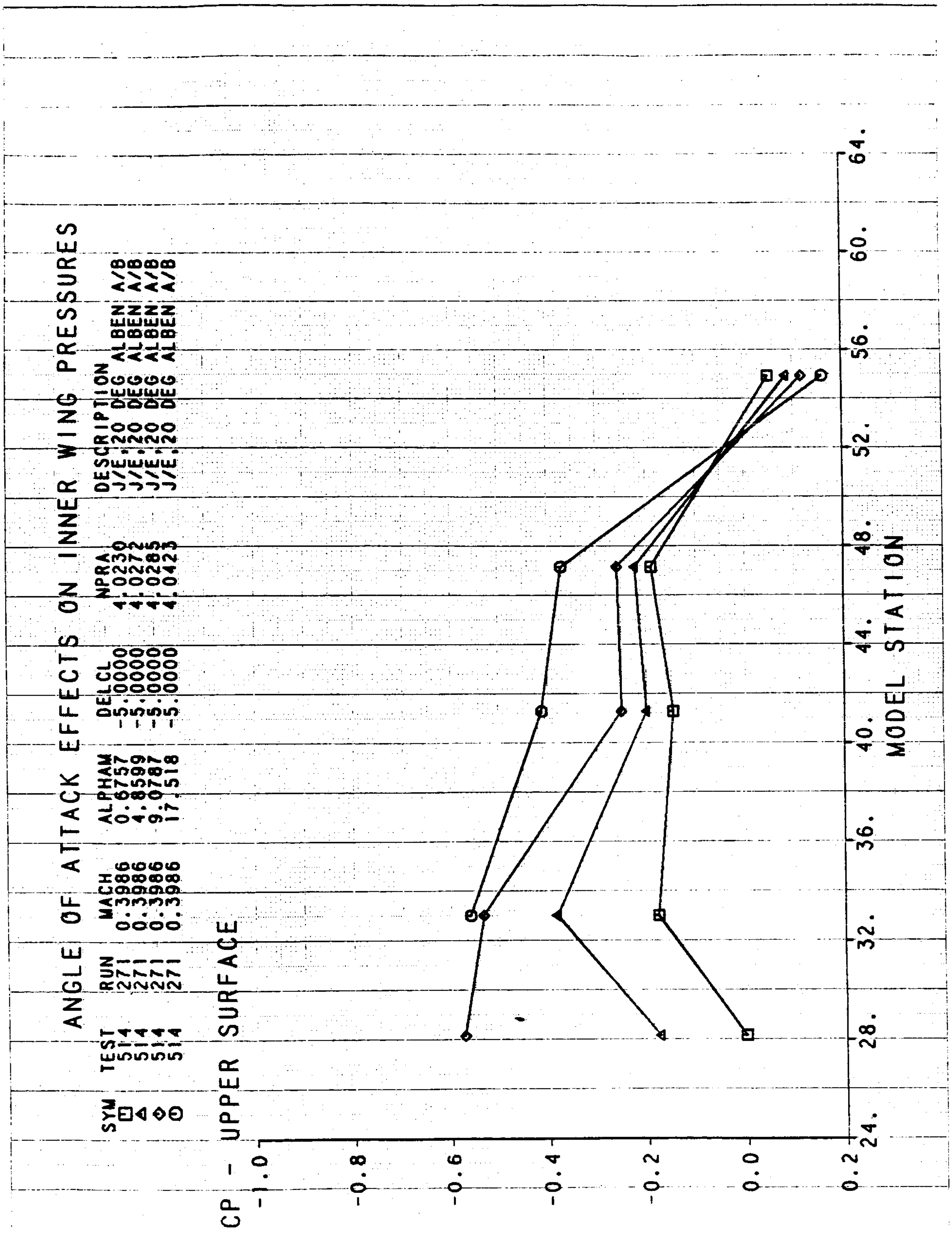

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 271 0.3986 0.6757 -5.0000 4.0230 J/E,20 DEG ALBEN A/B
△ 514 271 0.3986 4.8599 -5.0000 4.0272 J/E,20 DEG ALBEN A/B
◇ 514 271 0.3986 9.0787 -5.0000 4.0286 J/E,20 DEG ALBEN A/B
○ 514 271 0.3986 17.518 -5.0000 4.0423 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 271 0.3986 0.6757 -5.0000 4.0230 J/E,20 DEG ALBEN A/B
△ 514 271 0.3986 4.8599 -5.0000 4.0272 J/E,20 DEG ALBEN A/B
◇ 514 271 0.3986 9.0787 -5.0000 4.0285 J/E,20 DEG ALBEN A/B
○ 514 271 0.3986 17.518 -5.0000 4.0423 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 271 0.3986 0.6757 -5.0000 4.0230 J/E,20 DEG ALBEN A/B
△ 514 271 0.3986 4.8599 -5.0000 4.0272 J/E,20 DEG ALBEN A/B
◇ 514 271 0.3986 9.0787 -5.0000 4.0285 J/E,20 DEG ALBEN A/B
○ 514 271 0.3986 17.518 -5.0000 4.0423 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 271 0.3986 0.6757 -5.0000 4.0230 J/E,20 DEG ALBEN A/B
△ 514 271 0.3986 4.8599 -5.0000 4.0272 J/E,20 DEG ALBEN A/B
◇ 514 271 0.3986 9.0787 -5.0000 4.0285 J/E,20 DEG ALBEN A/B
○ 514 271 0.3986 17.518 -5.0000 4.0423 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



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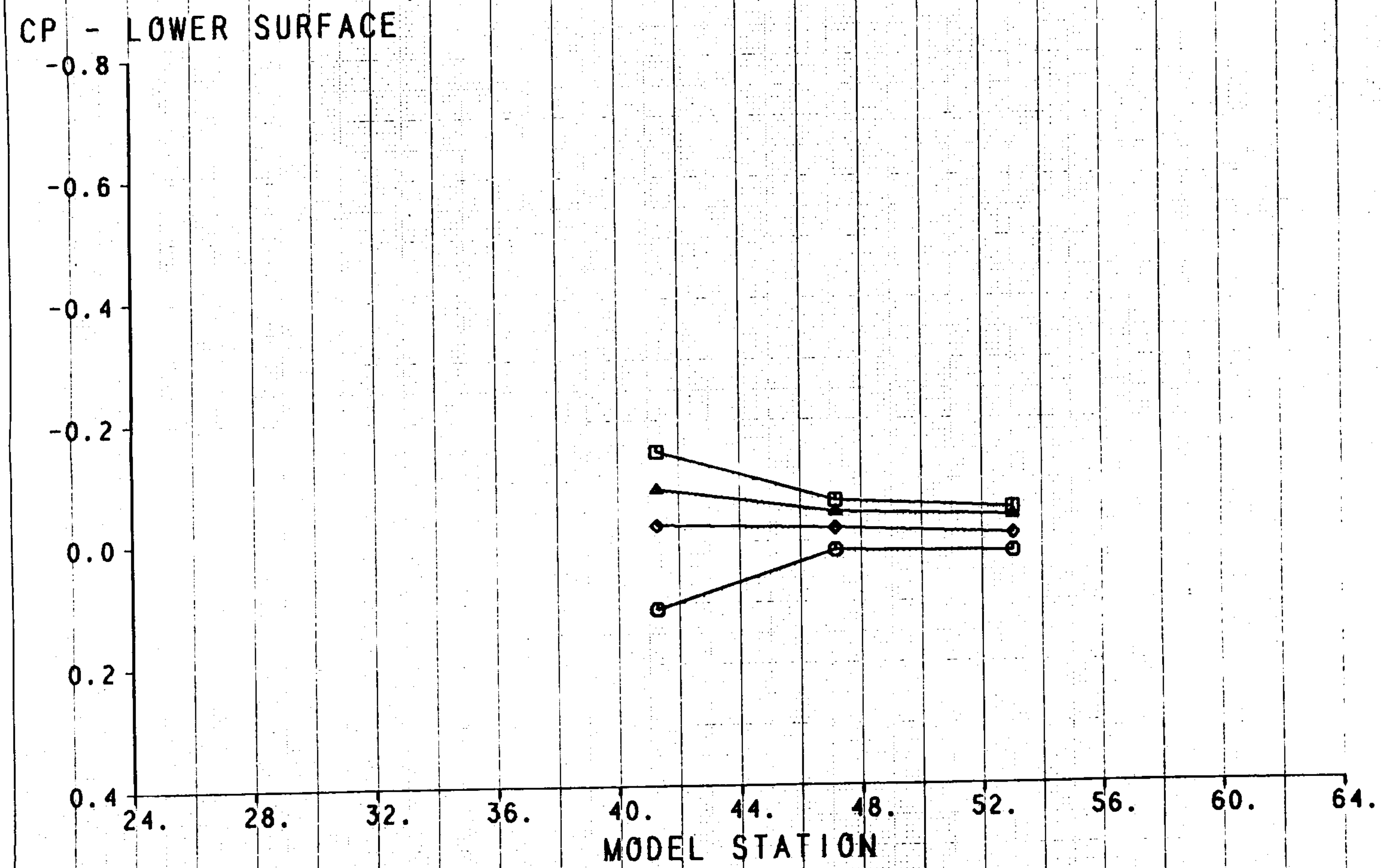
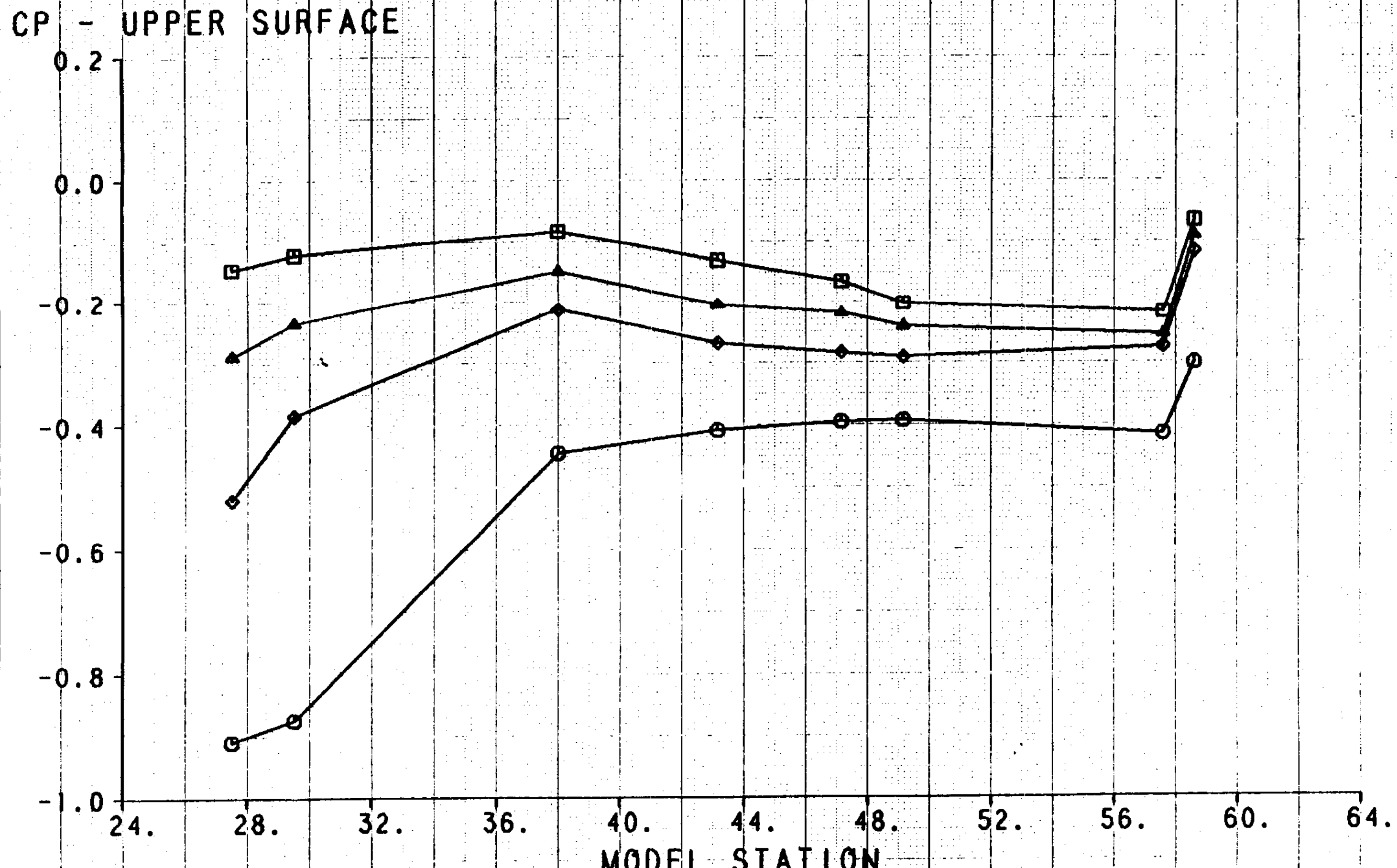
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES

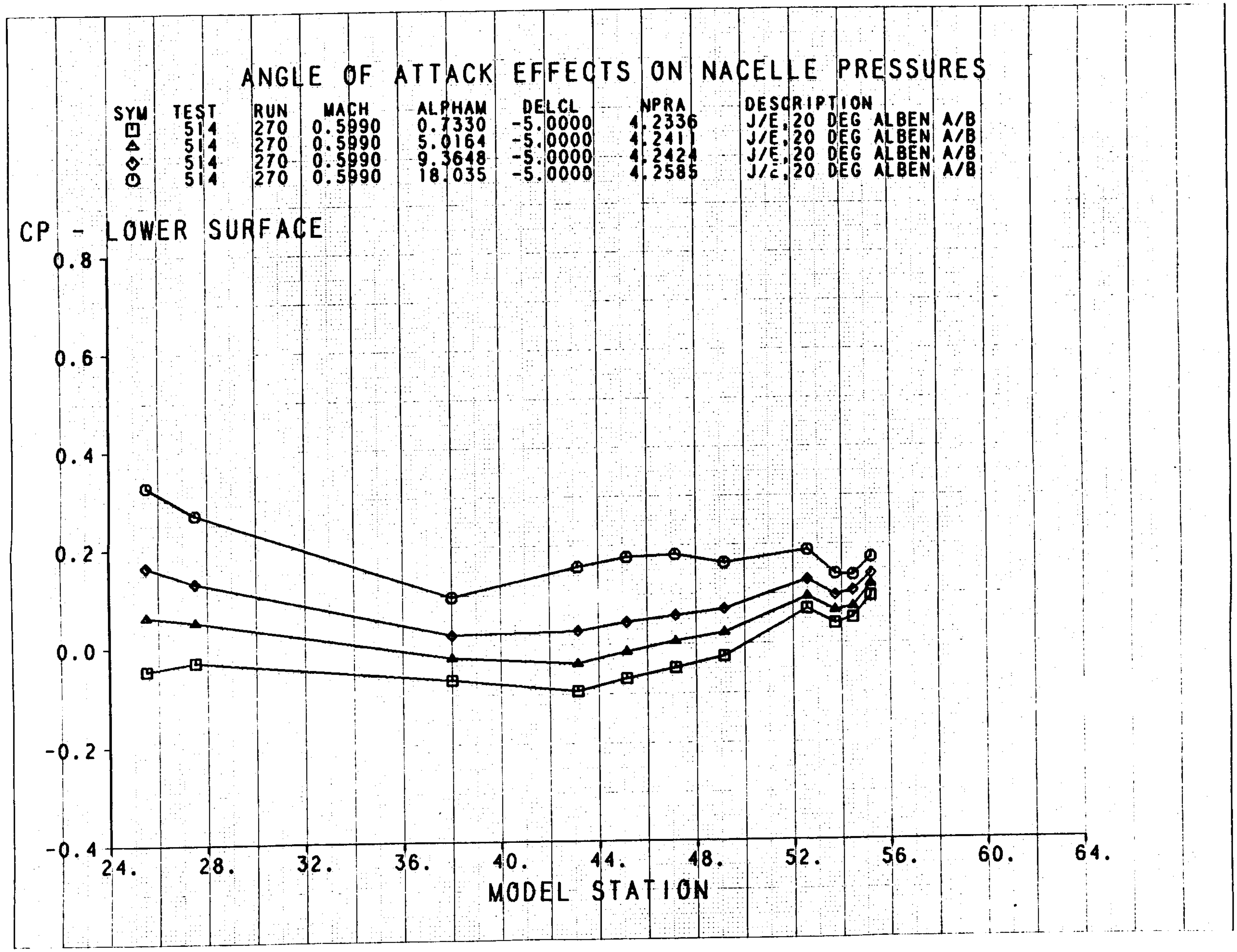
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	271	0.3986	0.6757	-5.0000	4.0230	J/E,20 DEG ALBEN A/B
△	514	271	0.3986	4.8599	-5.0000	4.0272	J/E,20 DEG ALBEN A/B
◇	514	271	0.3986	9.0787	-5.0000	4.0285	J/E,20 DEG ALBEN A/B
⊙	514	271	0.3986	17.518	-5.0000	4.0423	J/E,20 DEG ALBEN A/B

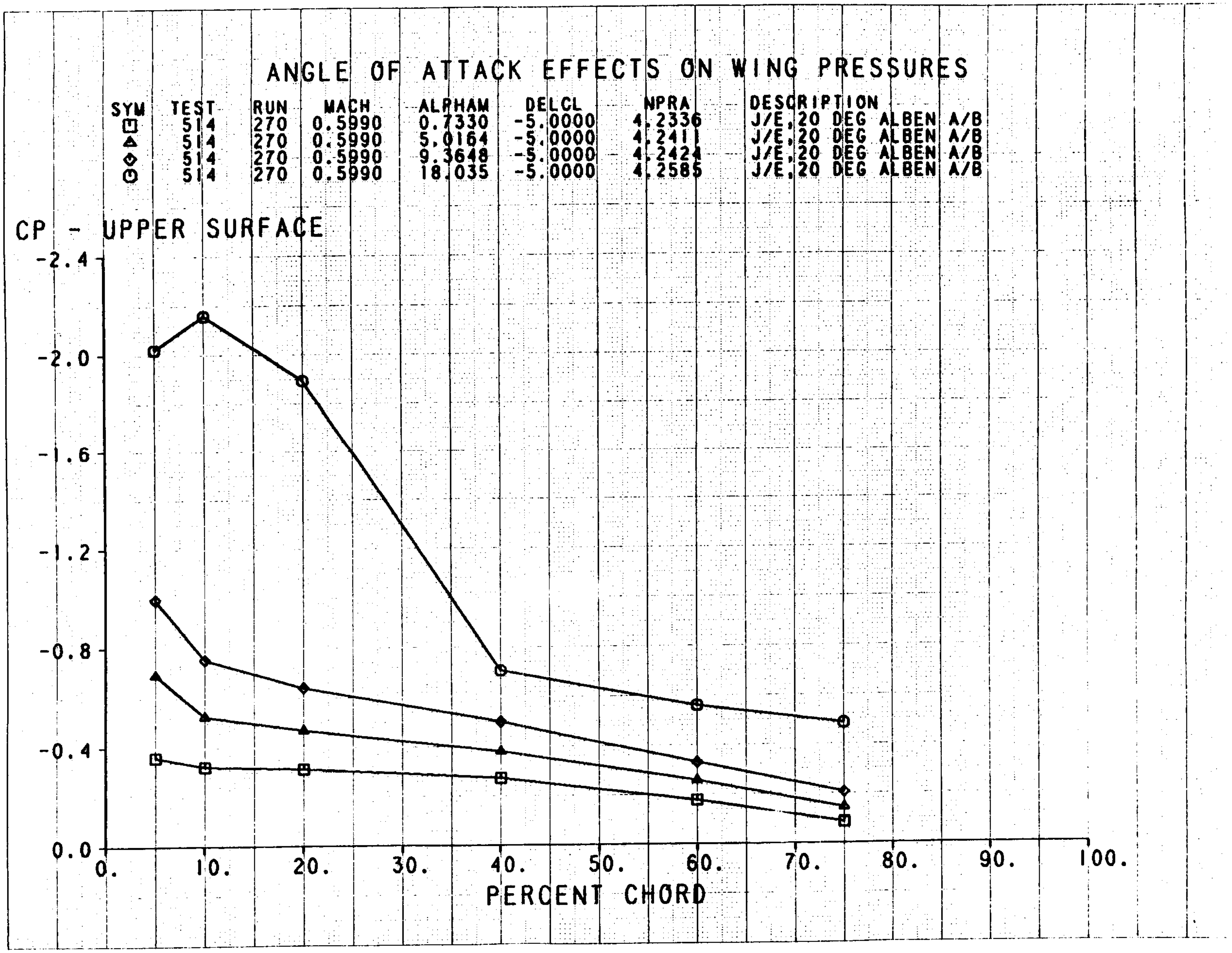


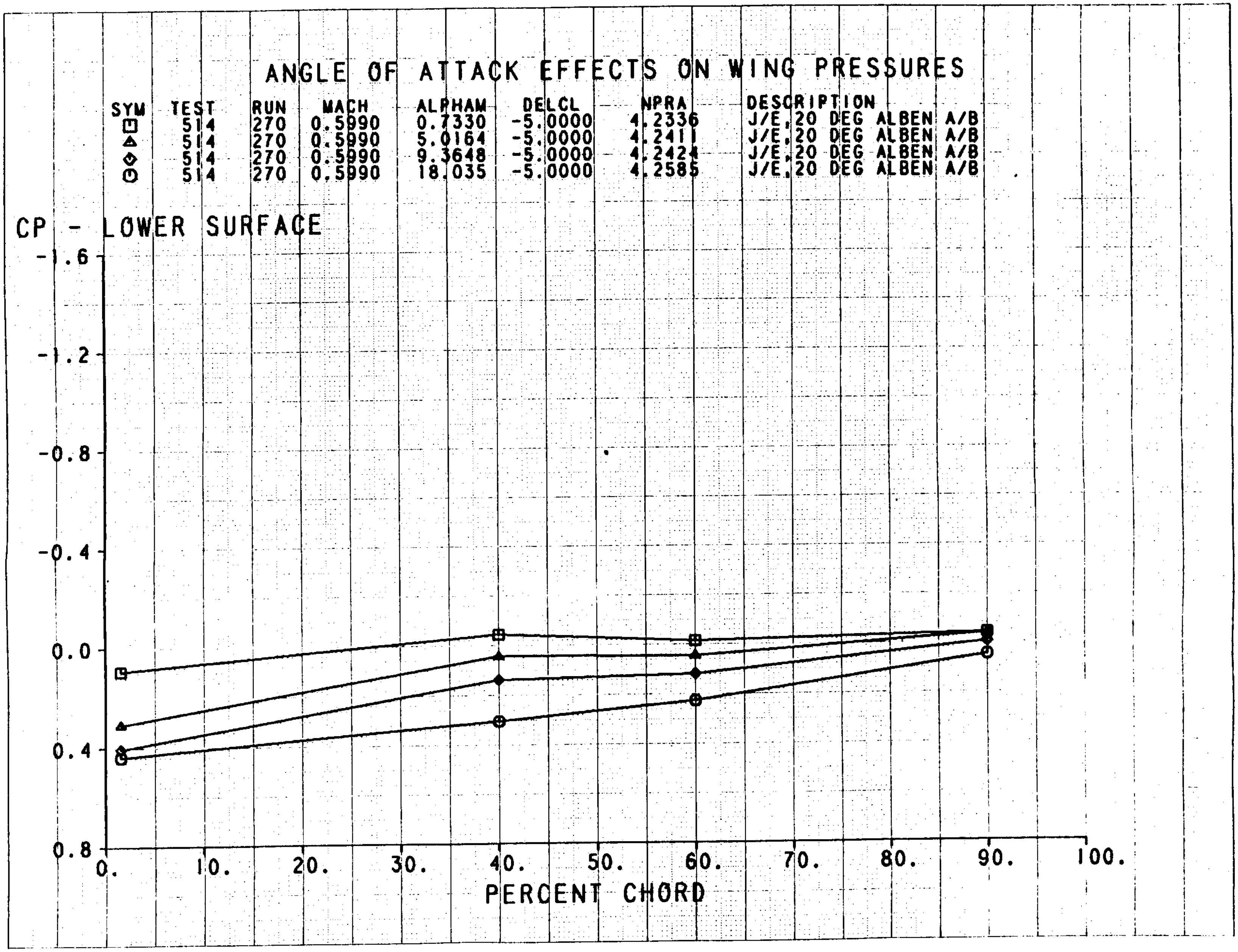
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES

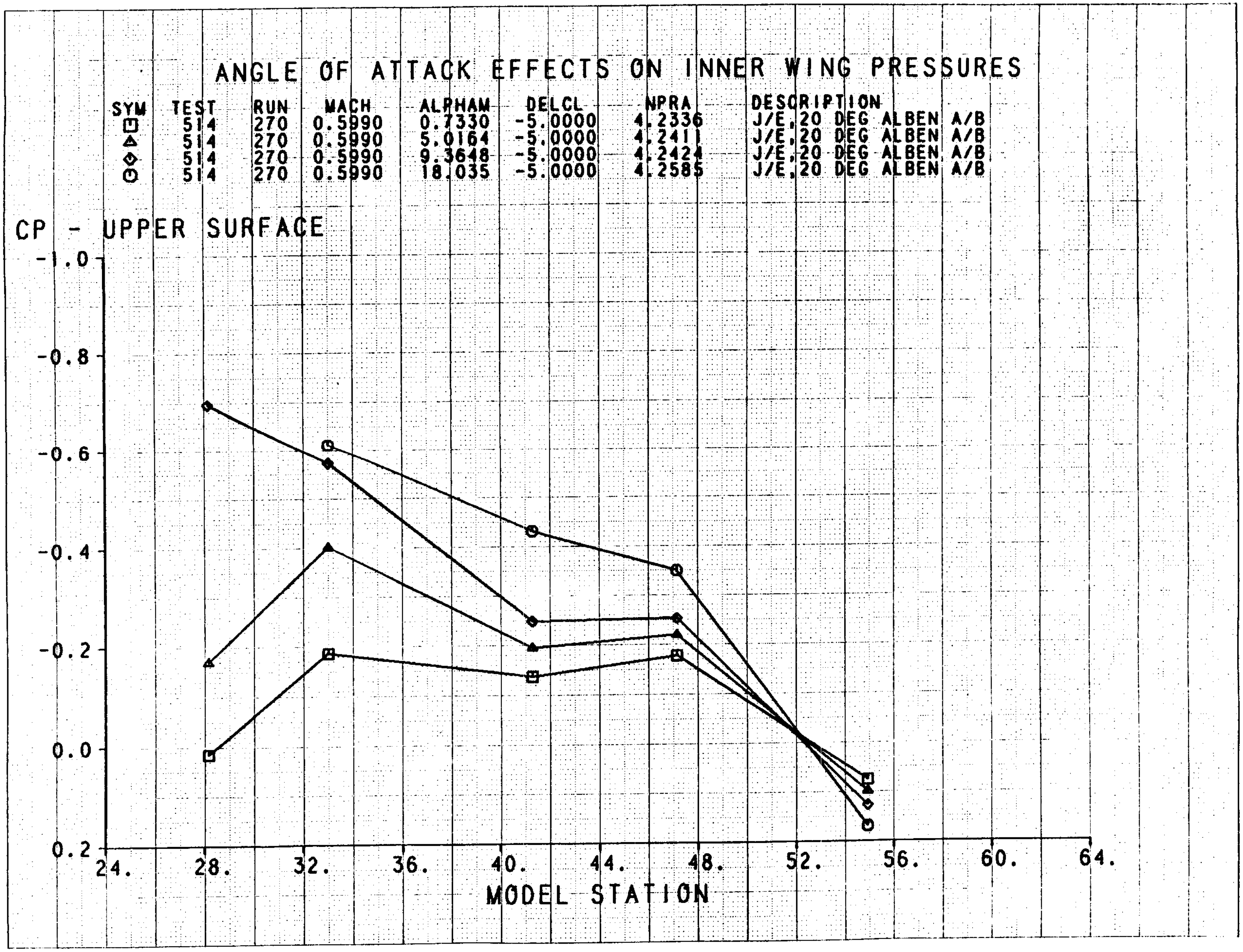
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	270	0.5990	0.7330	-5.0000	4.2336	J/E,20 DEG ALBEN A/B
△	514	270	0.5990	5.0164	-5.0000	4.2411	J/E,20 DEG ALBEN A/B
◇	514	270	0.5990	9.3648	-5.0000	4.2424	J/E,20 DEG ALBEN A/B
○	514	270	0.5990	18.035	-5.0000	4.2585	J/E,20 DEG ALBEN A/B

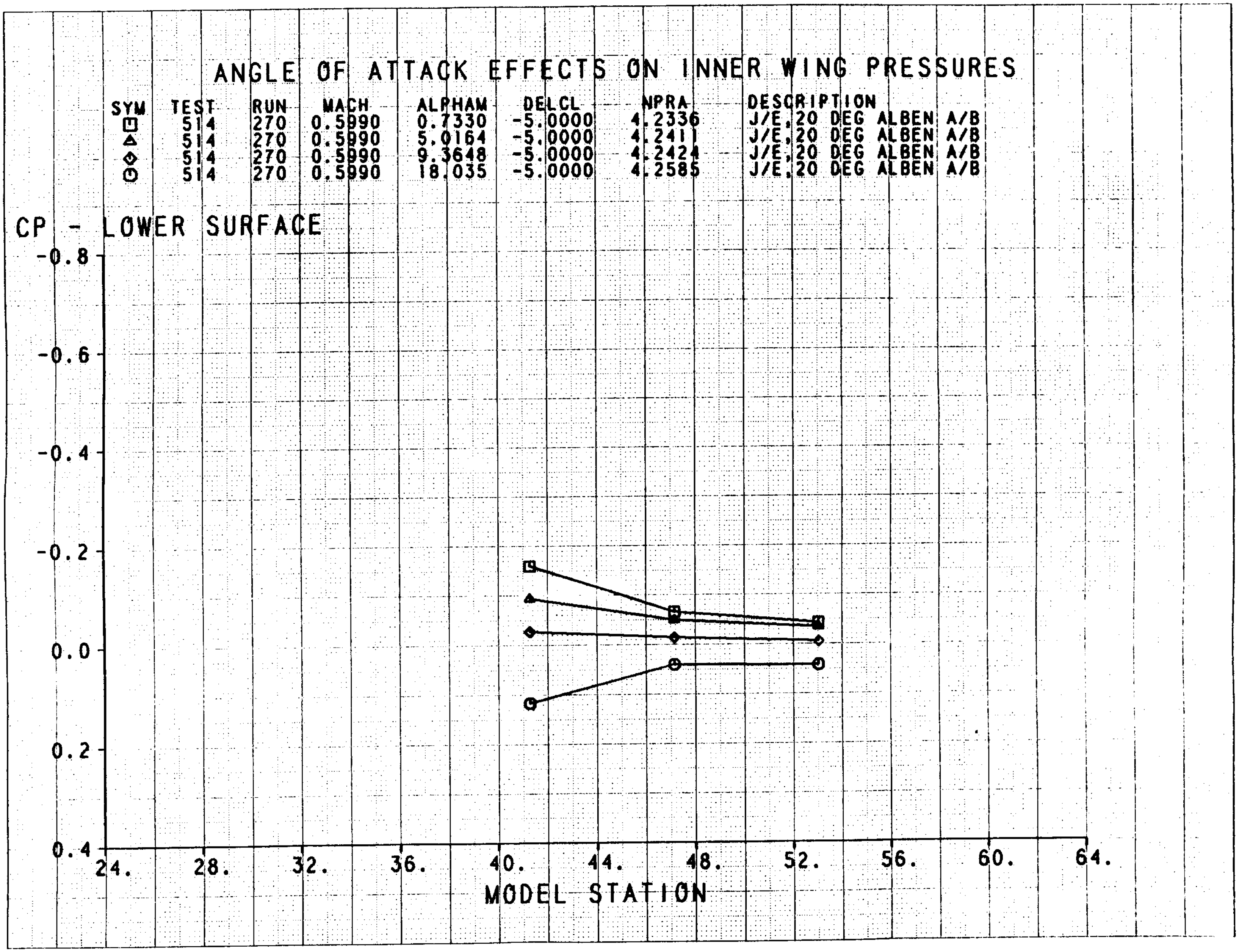



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 270 0.5990 0.7330 -5.0000 4.2336 J/E,20 DEG ALBEN A/B
△ 514 270 0.5990 5.0164 -5.0000 4.2411 J/E,20 DEG ALBEN A/B
◇ 514 270 0.5990 9.3648 -5.0000 4.2424 J/E,20 DEG ALBEN A/B
○ 514 270 0.5990 18.035 -5.0000 4.2585 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 270 0.5990 0.7330 -5.0000 4.2336 J/E,20 DEG ALBEN A/B
△ 514 270 0.5990 5.0164 -5.0000 4.2411 J/E,20 DEG ALBEN A/B
◇ 514 270 0.5990 9.3648 -5.0000 4.2424 J/E,20 DEG ALBEN A/B
○ 514 270 0.5990 18.035 -5.0000 4.2585 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 270 0.5990 0.7330 -5.0000 4.2336 J/E,20 DEG ALBEN A/B
△ 514 270 0.5990 5.0164 -5.0000 4.2411 J/E,20 DEG ALBEN A/B
◇ 514 270 0.5990 9.3648 -5.0000 4.2424 J/E,20 DEG ALBEN A/B
○ 514 270 0.5990 18.035 -5.0000 4.2585 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 270 0.5990 0.7330 -5.0000 4.2336 J/E,20 DEG ALBEN A/B
514 270 0.5990 5.0164 -5.0000 4.2411 J/E,20 DEG ALBEN A/B
514 270 0.5990 9.3648 -5.0000 4.2424 J/E,20 DEG ALBEN A/B
514 270 0.5990 18.035 -5.0000 4.2585 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 270 0.5990 0.7330 -5.0000 4.2336 J/E,20 DEG ALBEN A/B
△ 514 270 0.5990 5.0164 -5.0000 4.2411 J/E,20 DEG ALBEN A/B
◇ 514 270 0.5990 9.3648 -5.0000 4.2424 J/E,20 DEG ALBEN A/B
⊙ 514 270 0.5990 18.035 -5.0000 4.2585 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

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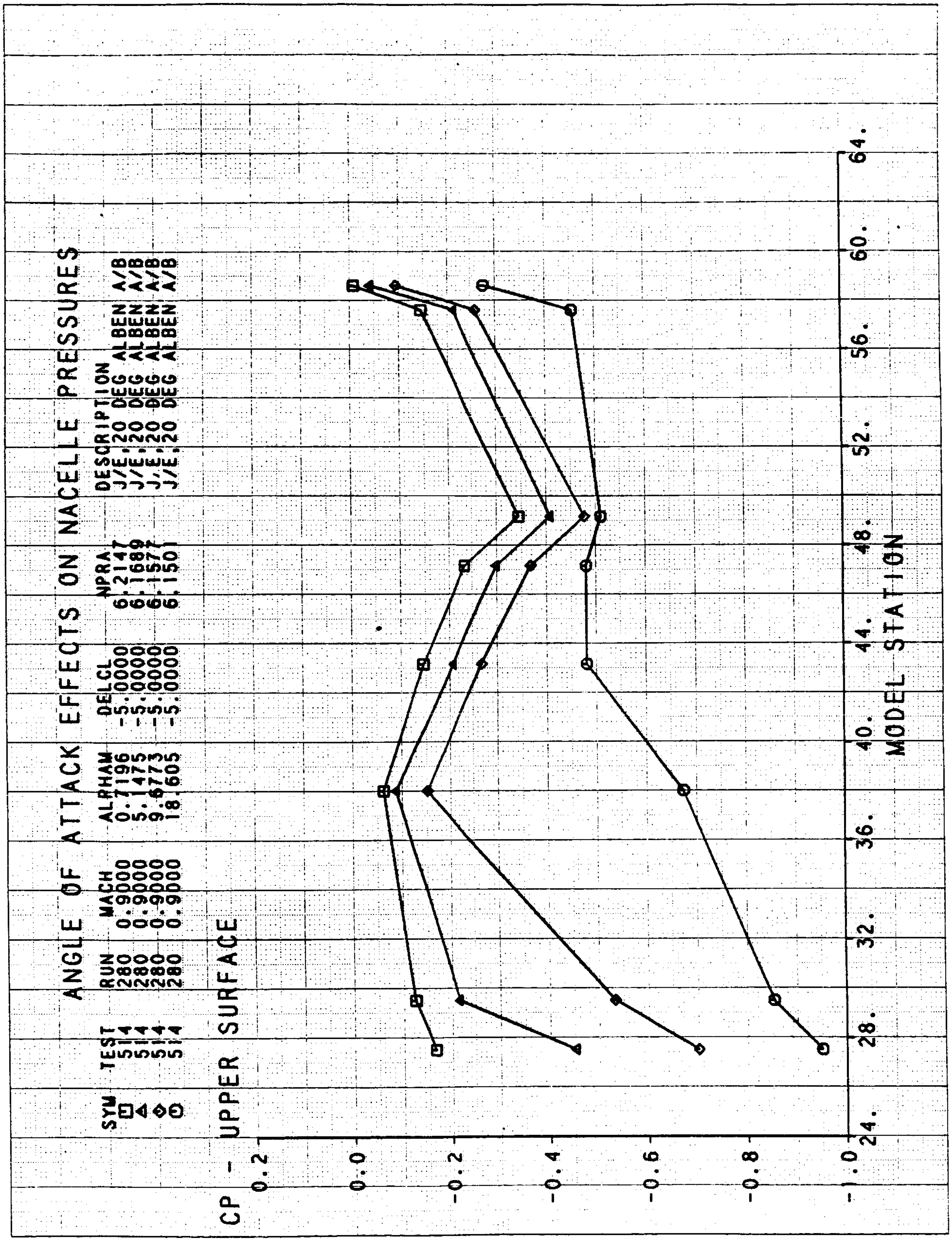

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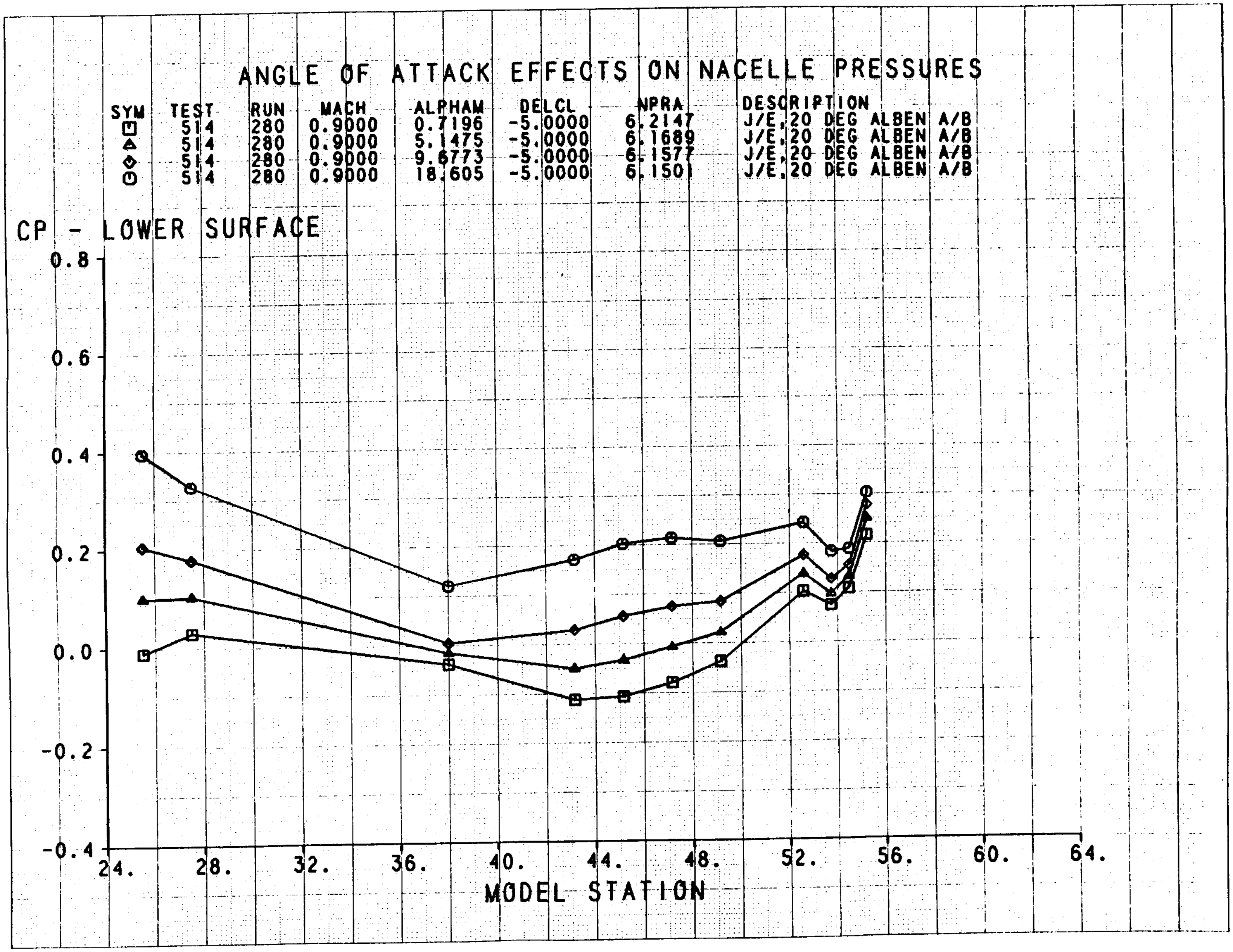
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 280 0.9000 0.7196 -5.0000 6.2147 J/E,20 DEG ALBEN A/B
△ 514 280 0.9000 5.1475 -5.0000 6.1689 J/E,20 DEG ALBEN A/B
◇ 514 280 0.9000 9.6773 -5.0000 6.1577 J/E,20 DEG ALBEN A/B
○ 514 280 0.9000 18.605 -5.0000 6.1501 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

ORIGINAL PAGE IS
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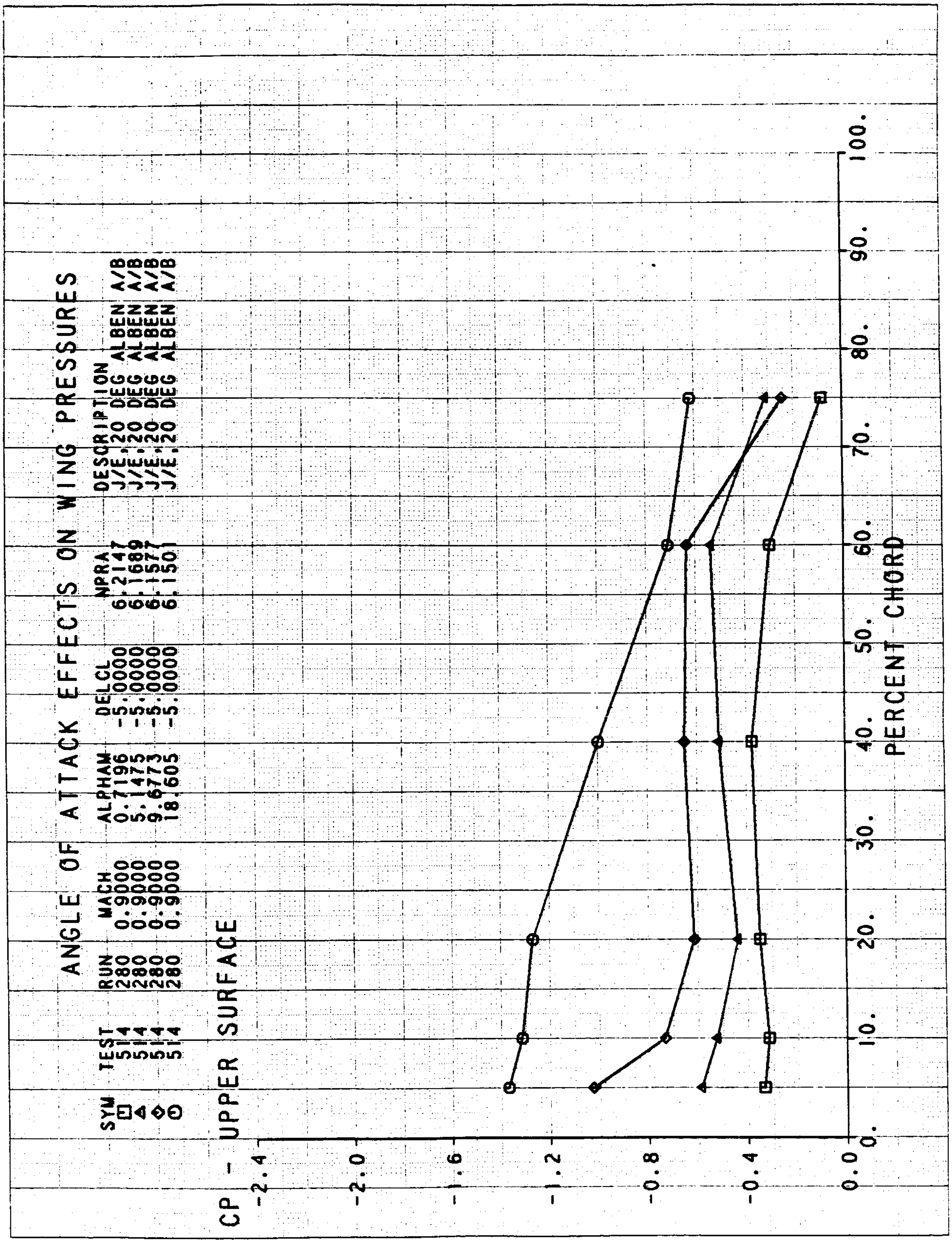
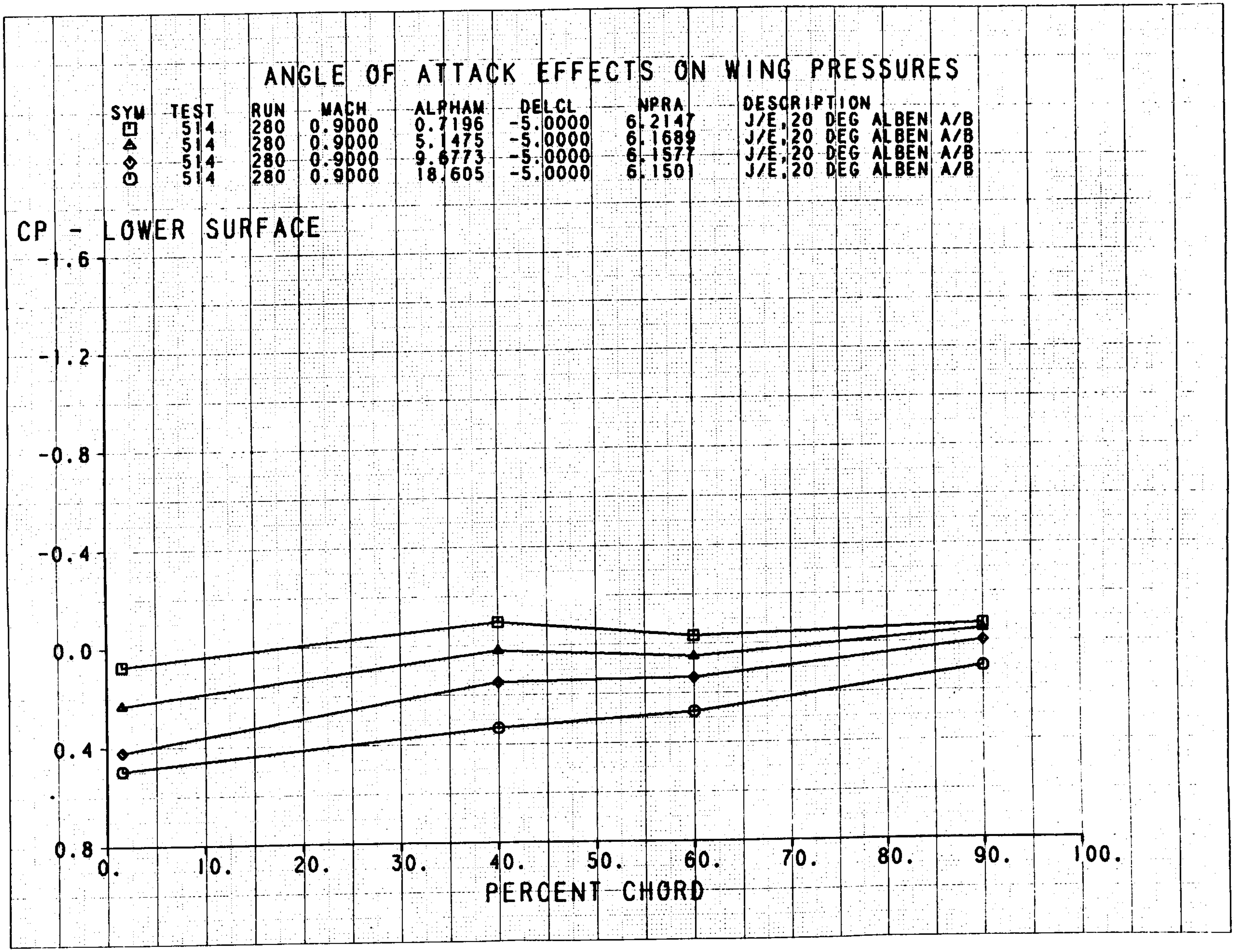
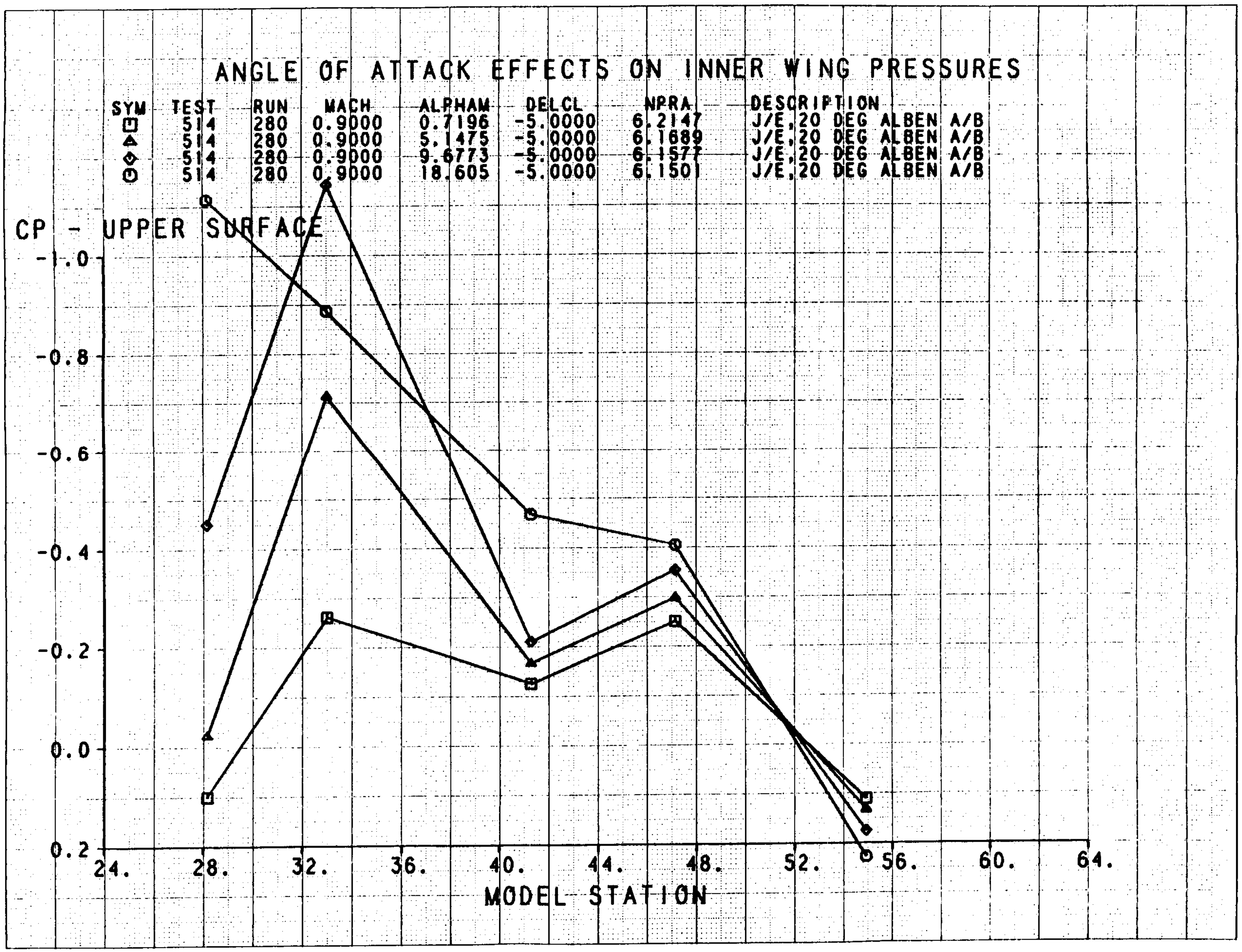
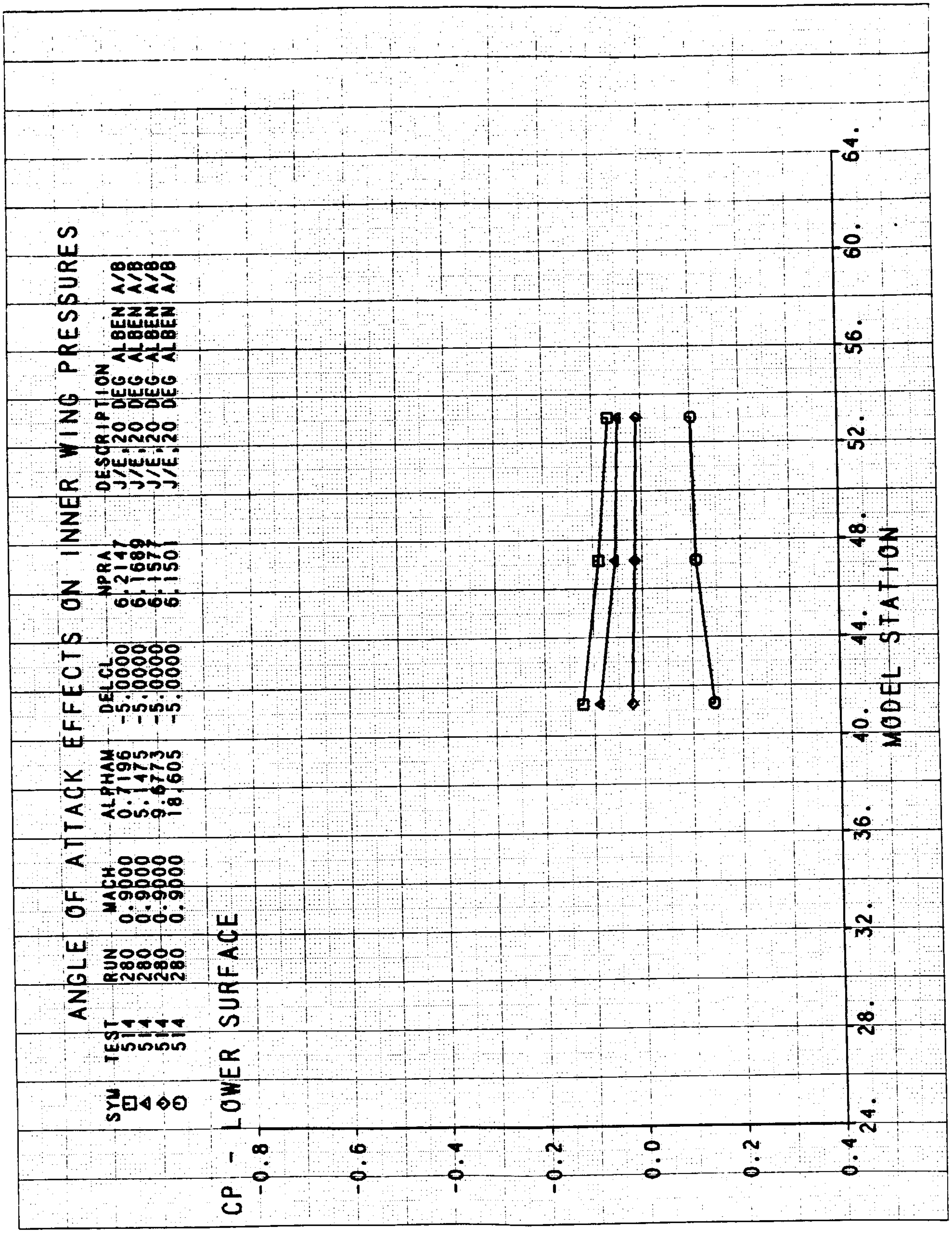
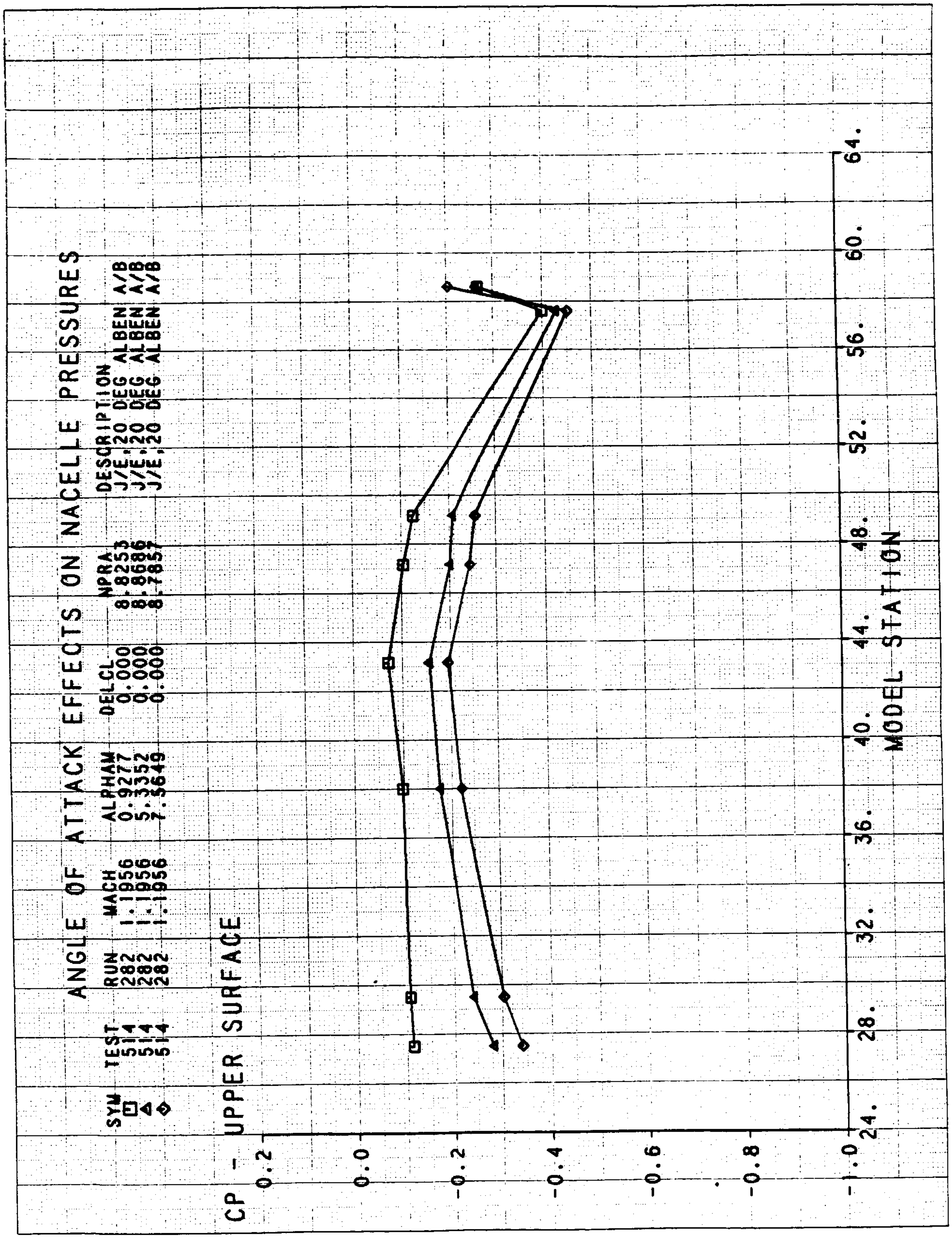


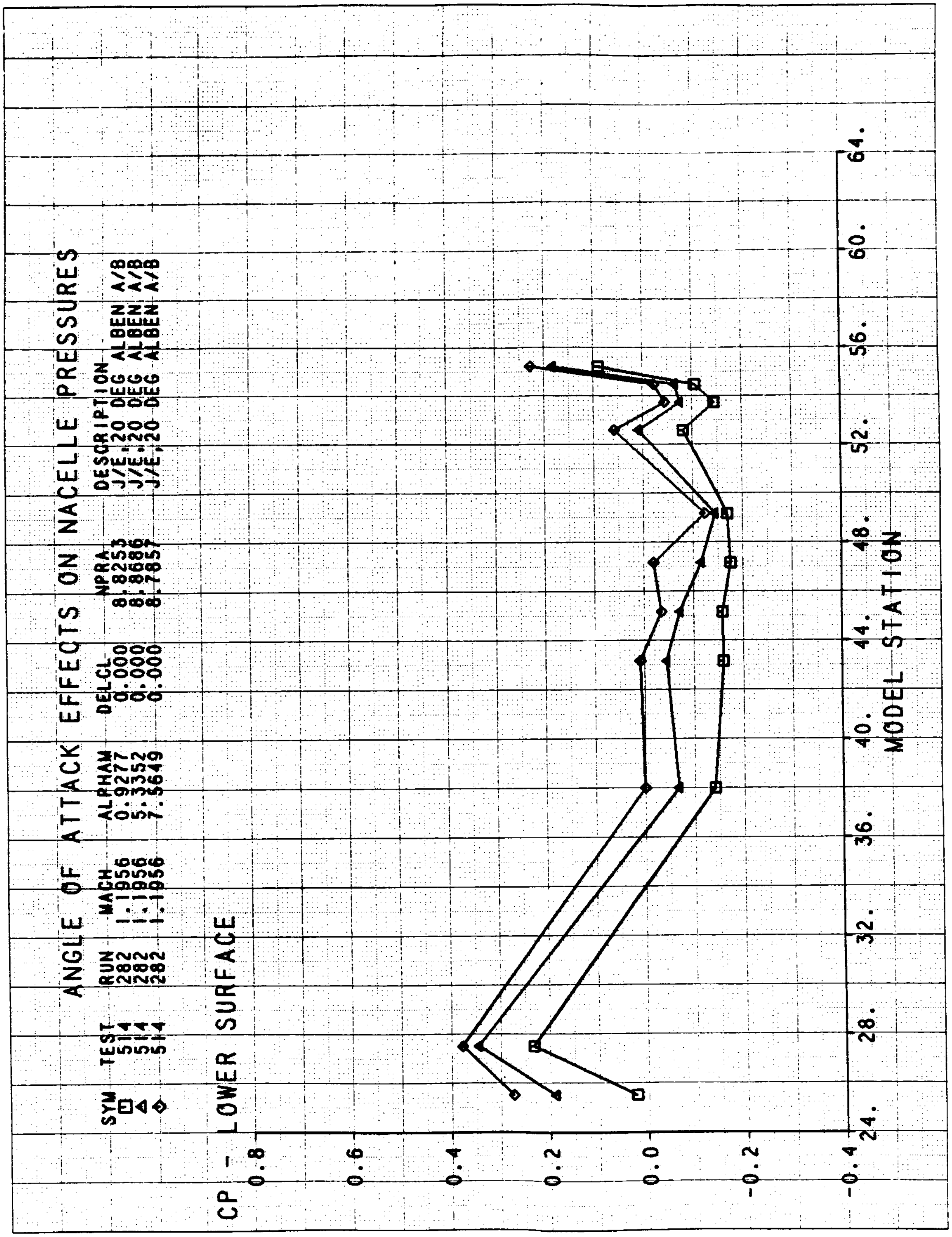

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 280 0.9000 0.7196 -5.0000 6.2147 J/E,20 DEG ALBEN A/B
△ 514 280 0.9000 5.1475 -5.0000 6.1689 J/E,20 DEG ALBEN A/B
◇ 514 280 0.9000 9.6773 -5.0000 6.1577 J/E,20 DEG ALBEN A/B
○ 514 280 0.9000 18.605 -5.0000 6.1501 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 280 0.9000 0.7196 -5.0000 6.2147 J/E,20 DEG ALBEN A/B
514 280 0.9000 5.1475 -5.0000 6.1689 J/E,20 DEG ALBEN A/B
514 280 0.9000 9.6773 -5.0000 6.1577 J/E,20 DEG ALBEN A/B
514 280 0.9000 18.605 -5.0000 6.1501 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

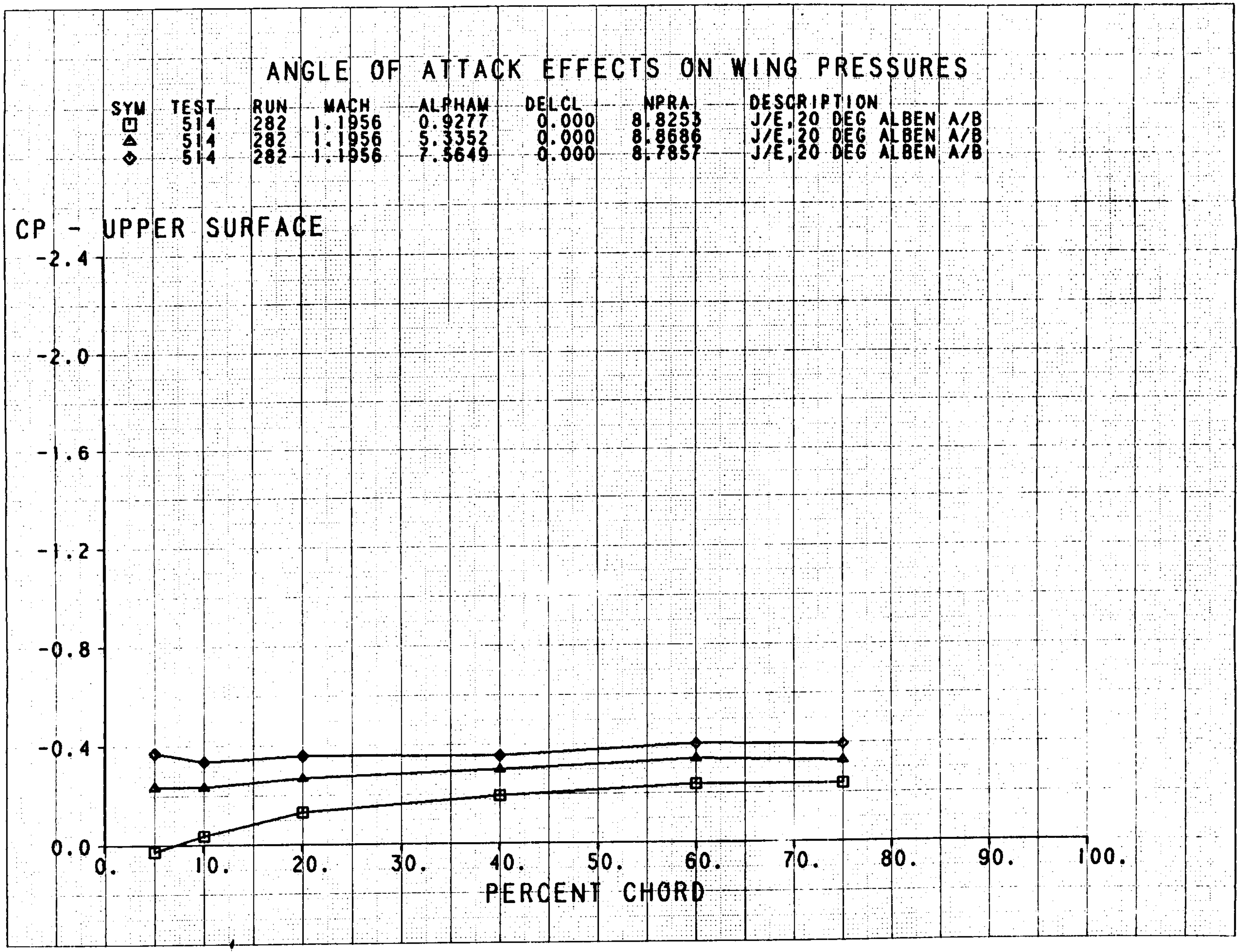

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 280 0.9000 0.7196 -5.0000 6.2147 J/E,20 DEG ALBEN A/B
△ 514 280 0.9000 5.1475 -5.0000 6.1689 J/E,20 DEG ALBEN A/B
◇ 514 280 0.9000 9.6773 -5.0000 6.1577 J/E,20 DEG ALBEN A/B
⊙ 514 280 0.9000 18.605 -5.0000 6.1501 J/E,20 DEG ALBEN A/B
LOWER SURFACE
CP
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

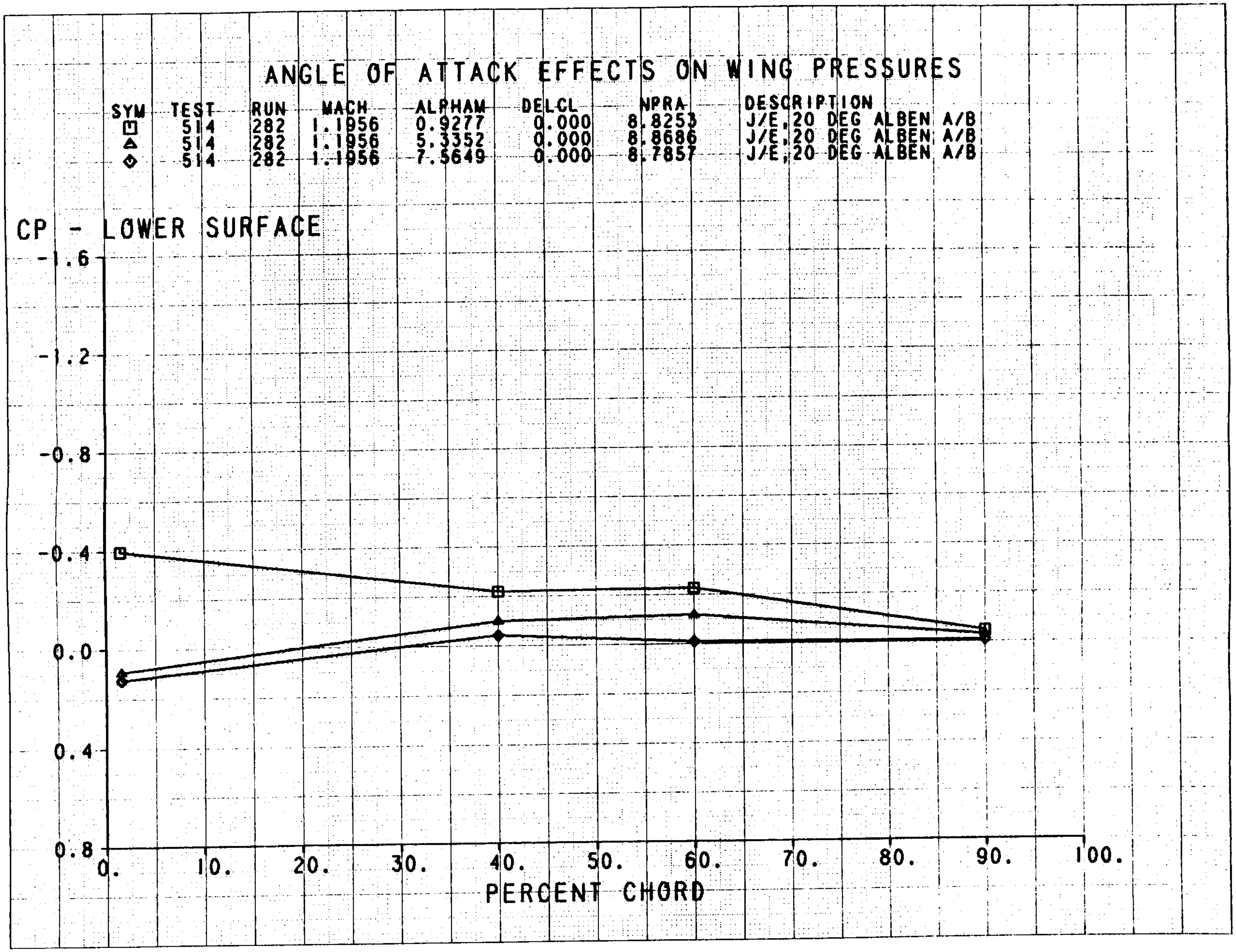


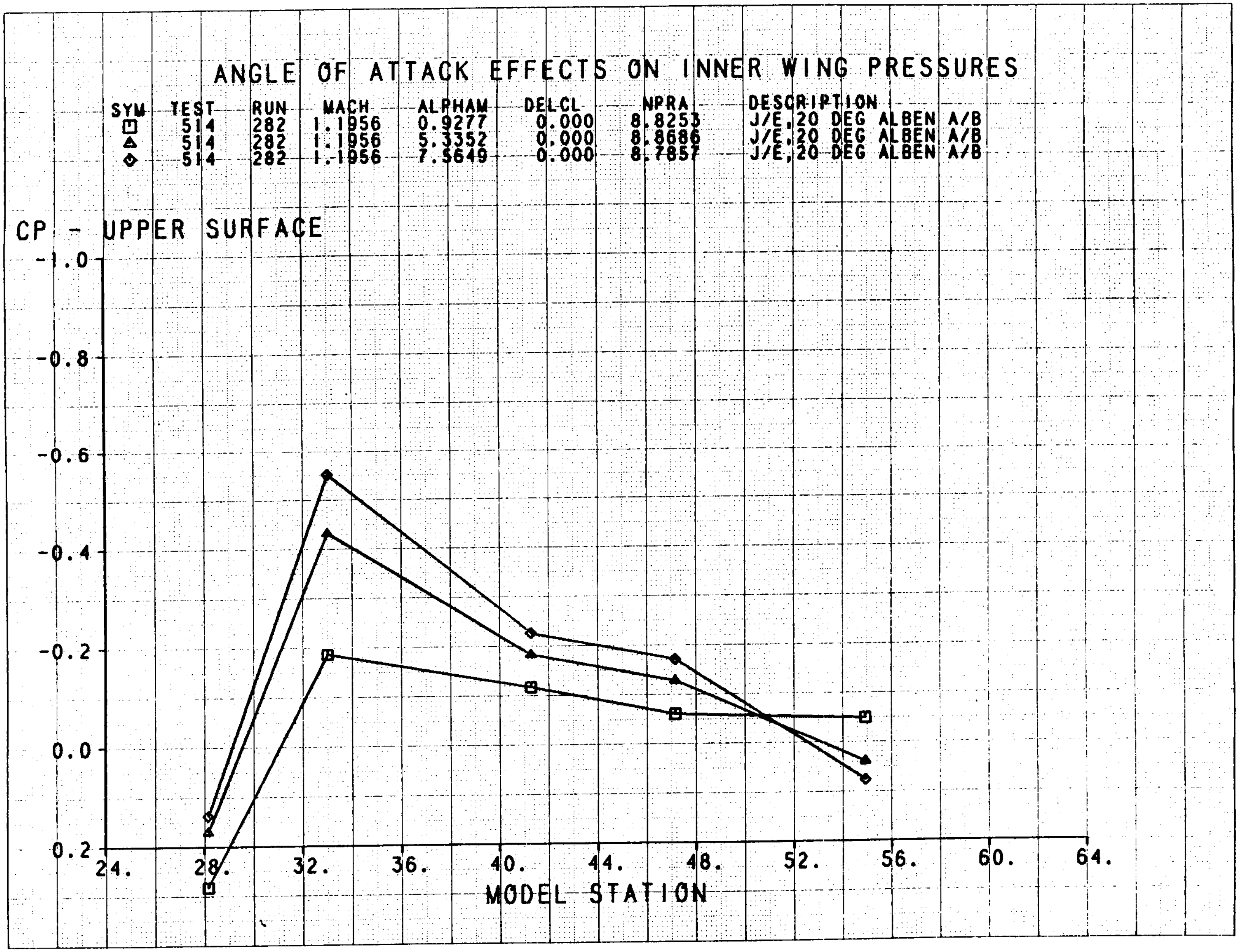
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 282 1.1956 0.9277 0.000 8.8253 J/E,20 DEG ALBEN A/B
△ 514 282 1.1956 5.3352 0.000 8.8686 J/E,20 DEG ALBEN A/B
◇ 514 282 1.1956 7.3649 0.000 8.7857 J/E,20 DEG ALBEN A/B
UPPER SURFACE
CP
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



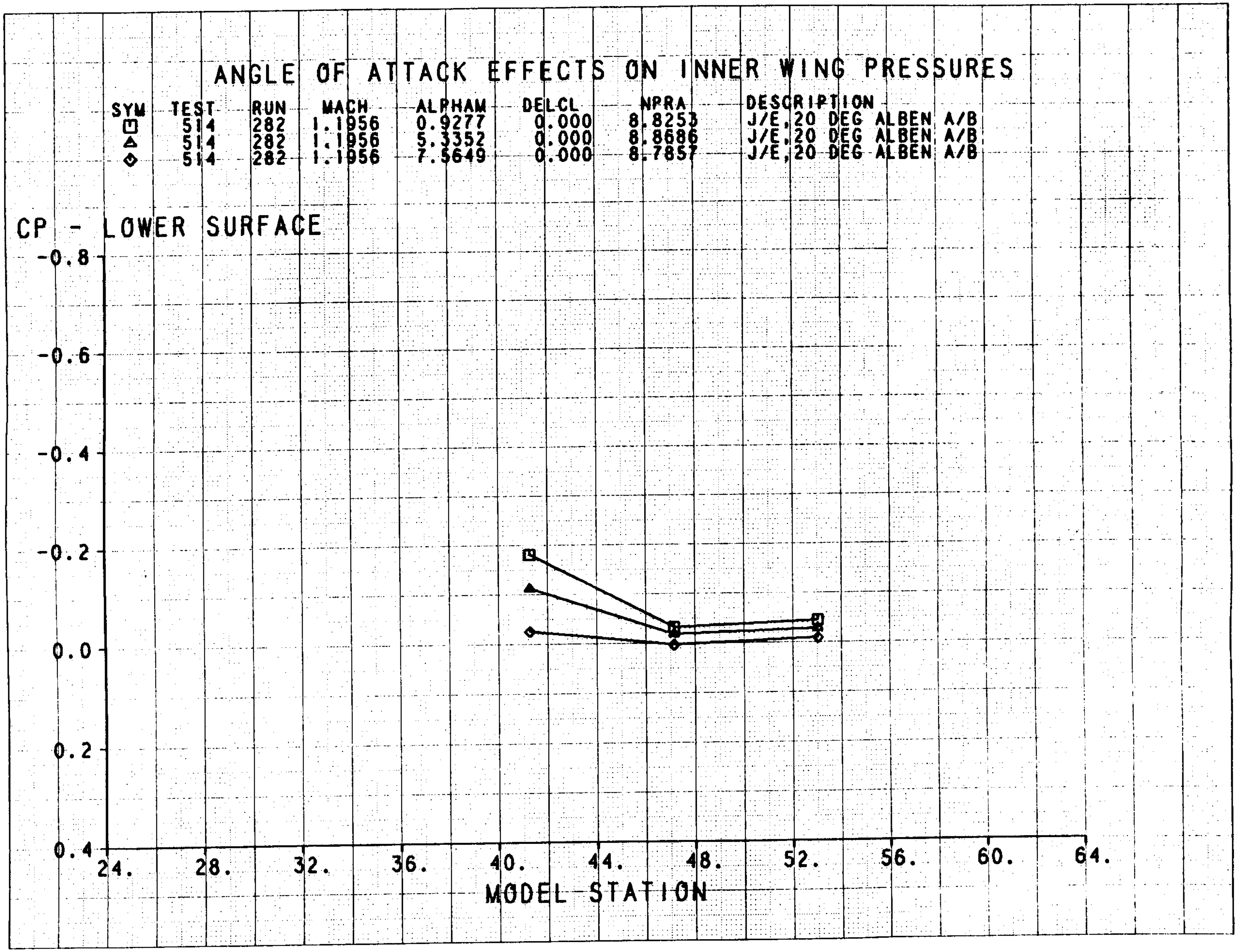
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 282 1.1956 0.9277 0.000 8.8253 J/E.20 DEG ALBEN A/B
△ 514 282 1.1956 5.3352 0.000 8.8686 J/E.20 DEG ALBEN A/B
◇ 514 282 1.1956 7.3649 0.000 8.7857 J/E.20 DEG ALBEN A/B
LOWER SURFACE
CP
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 282 1.1956 0.9277 0.000 8.8253 J/E,20 DEG ALBEN A/B
△ 514 282 1.1956 5.3352 0.000 8.8686 J/E,20 DEG ALBEN A/B
◇ 514 282 1.1956 7.5649 0.000 8.7857 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

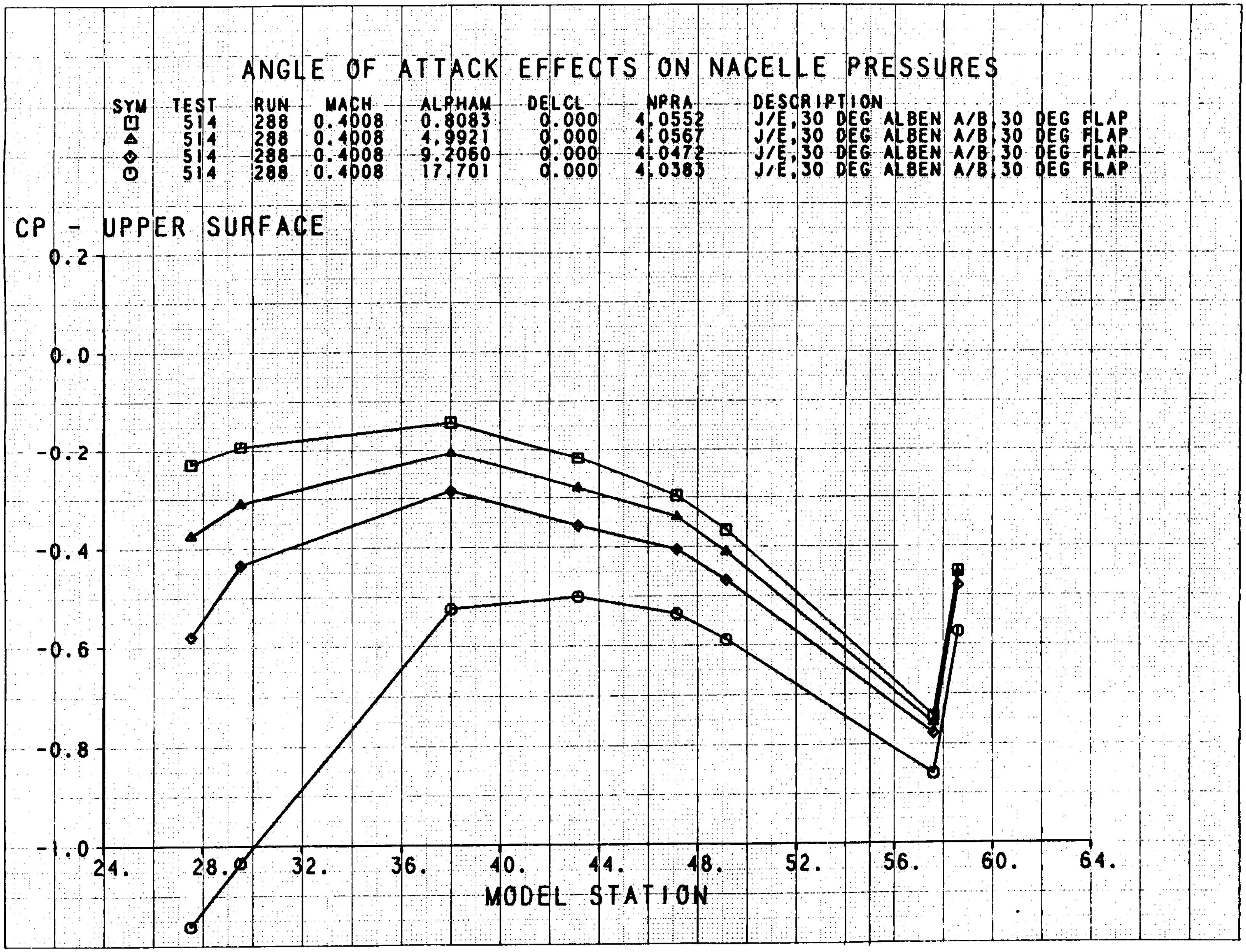

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 282 1.1956 0.9277 0.000 8.8253 J/E,20 DEG ALBEN A/B
514 282 1.1956 5.3352 0.000 8.8686 J/E,20 DEG ALBEN A/B
514 282 1.1956 7.5649 0.000 8.7857 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

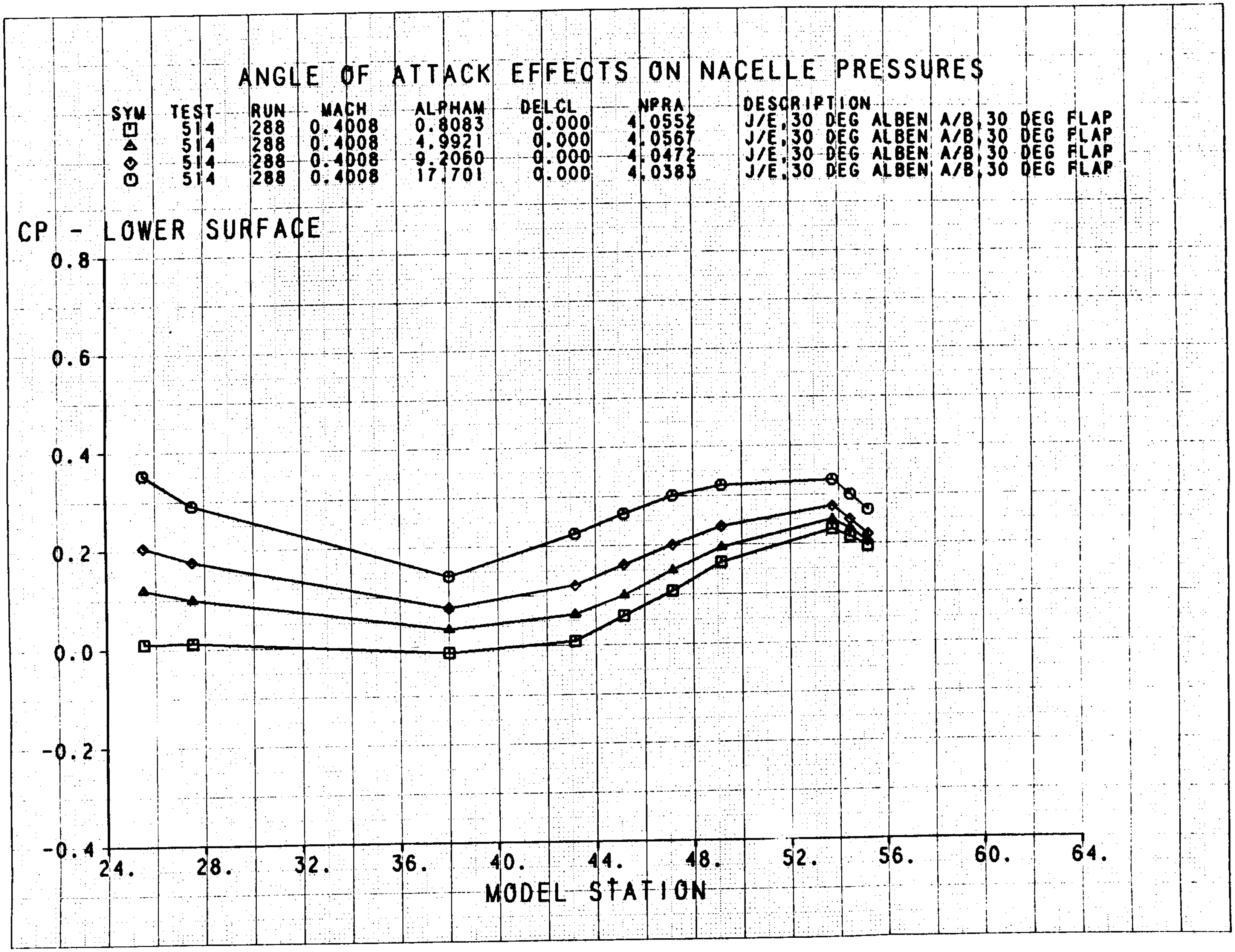


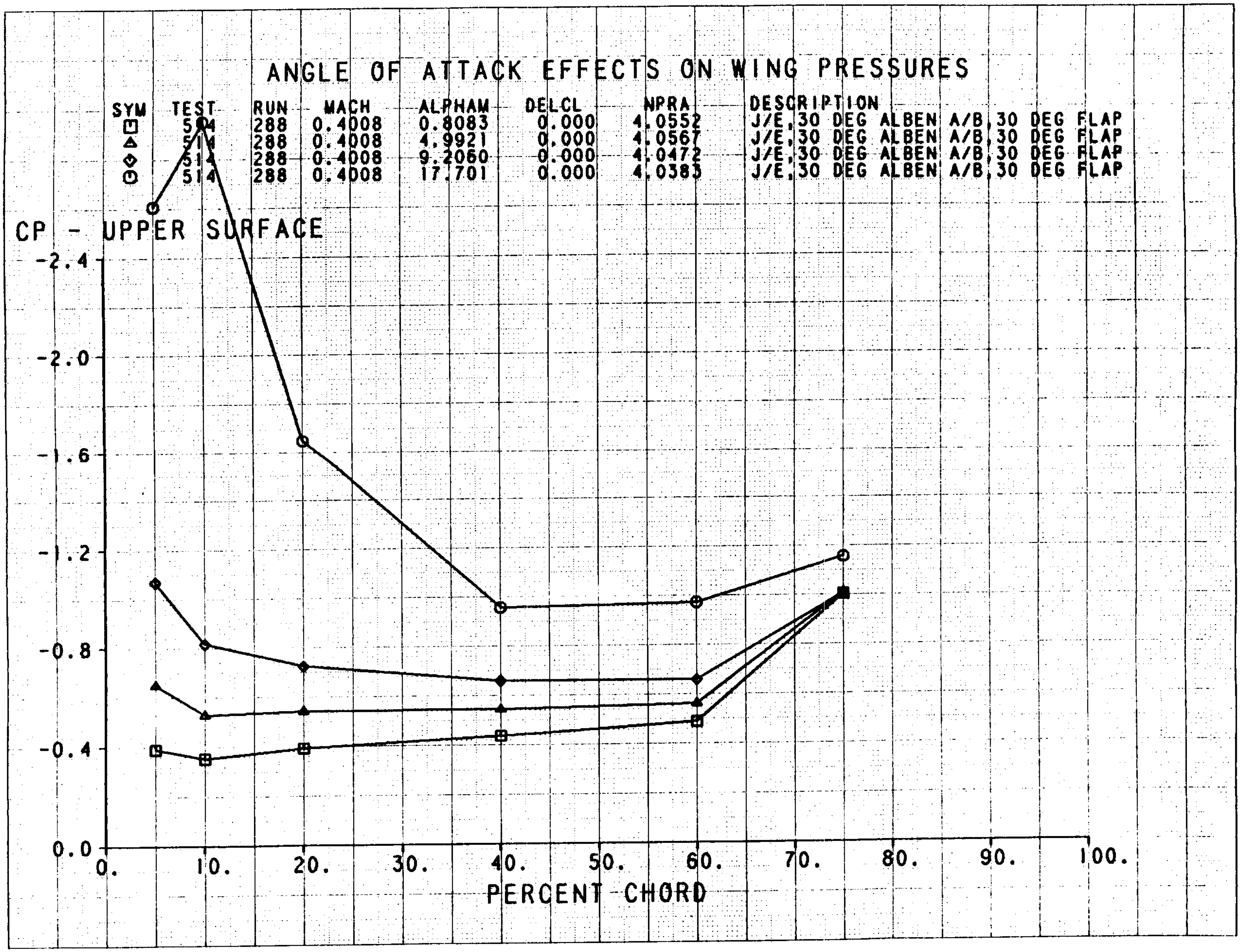
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 282 1.1956 0.9277 0.000 8.8253 J/E,20 DEG ALBEN A/B
△ 514 282 1.1956 5.3352 0.000 8.8686 J/E,20 DEG ALBEN A/B
◇ 514 282 1.1956 7.5649 0.000 8.7857 J/E,20 DEG ALBEN A/B
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

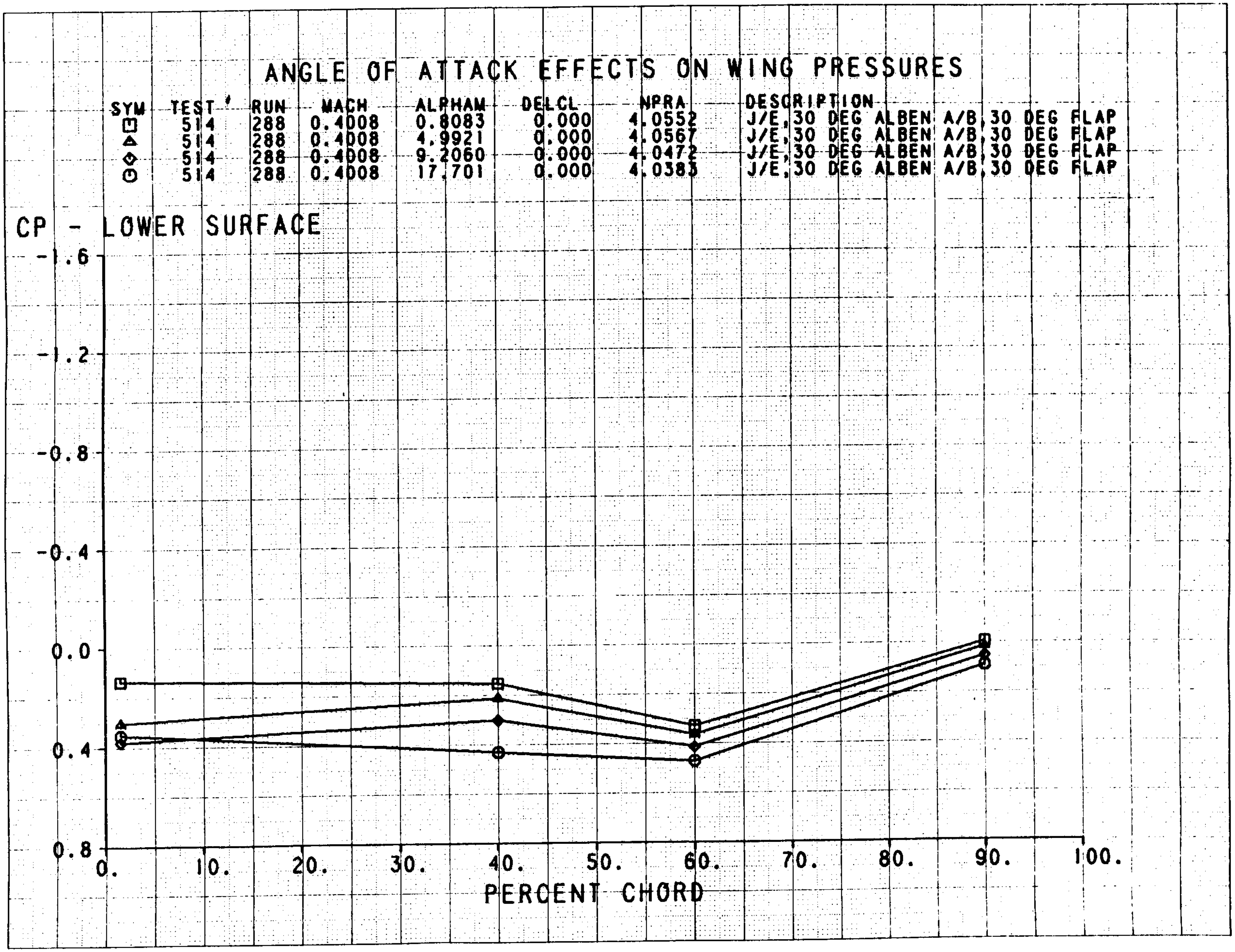


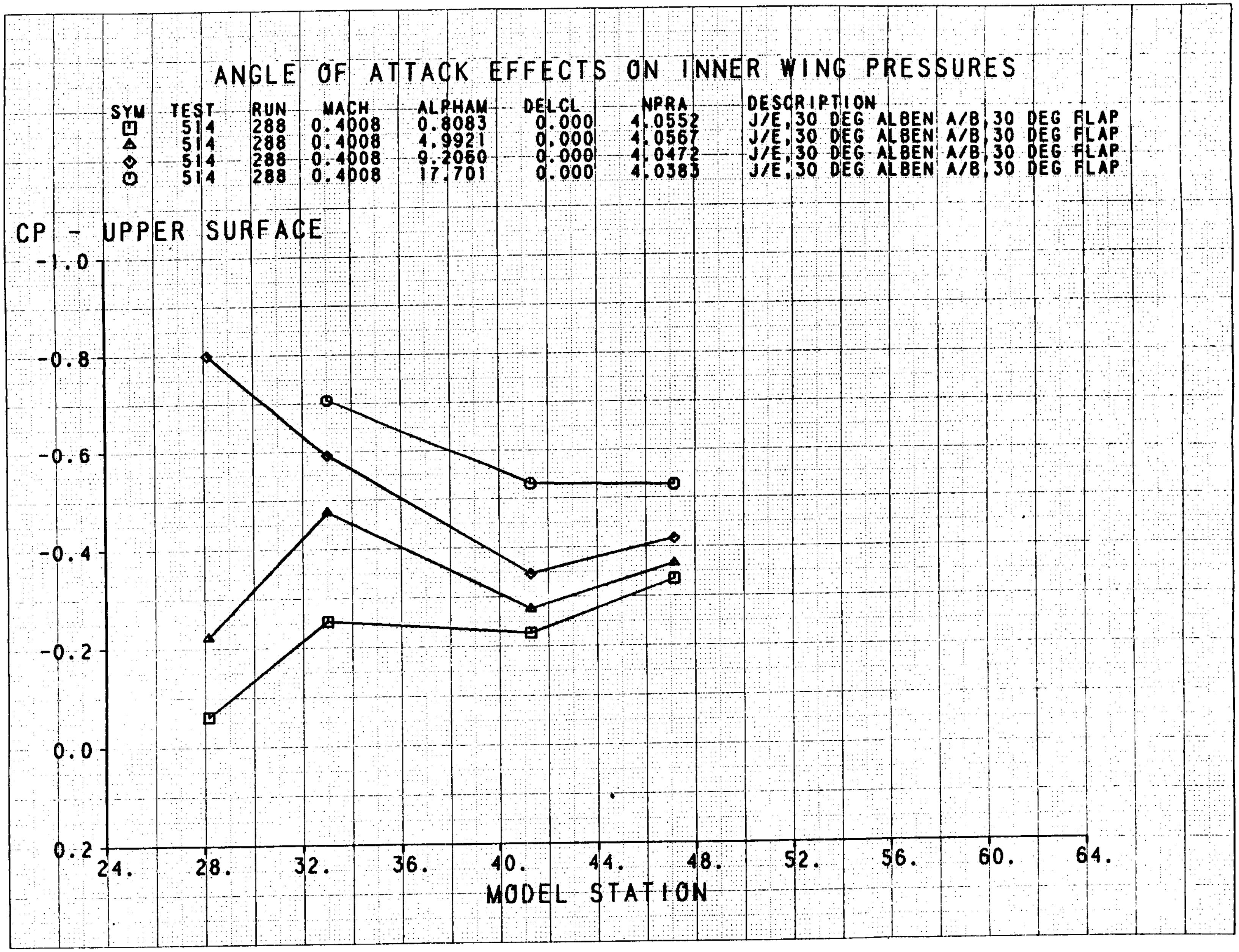
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 282 1.1956 0.9277 0.000 8.8253 J/E,20 DEG ALBEN A/B
△ 514 282 1.1956 5.3352 0.000 8.8686 J/E,20 DEG ALBEN A/B
◇ 514 282 1.1956 7.5649 0.000 8.7857 J/E,20 DEG ALBEN A/B
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 288 0.4008 0.8083 0.000 4.0552 J/E,30 DEG ALBEN A/B,30 DEG FLAP
△ 514 288 0.4008 4.9921 0.000 4.0567 J/E,30 DEG ALBEN A/B,30 DEG FLAP
◇ 514 288 0.4008 9.2060 0.000 4.0472 J/E,30 DEG ALBEN A/B,30 DEG FLAP
○ 514 288 0.4008 17.701 0.000 4.0383 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

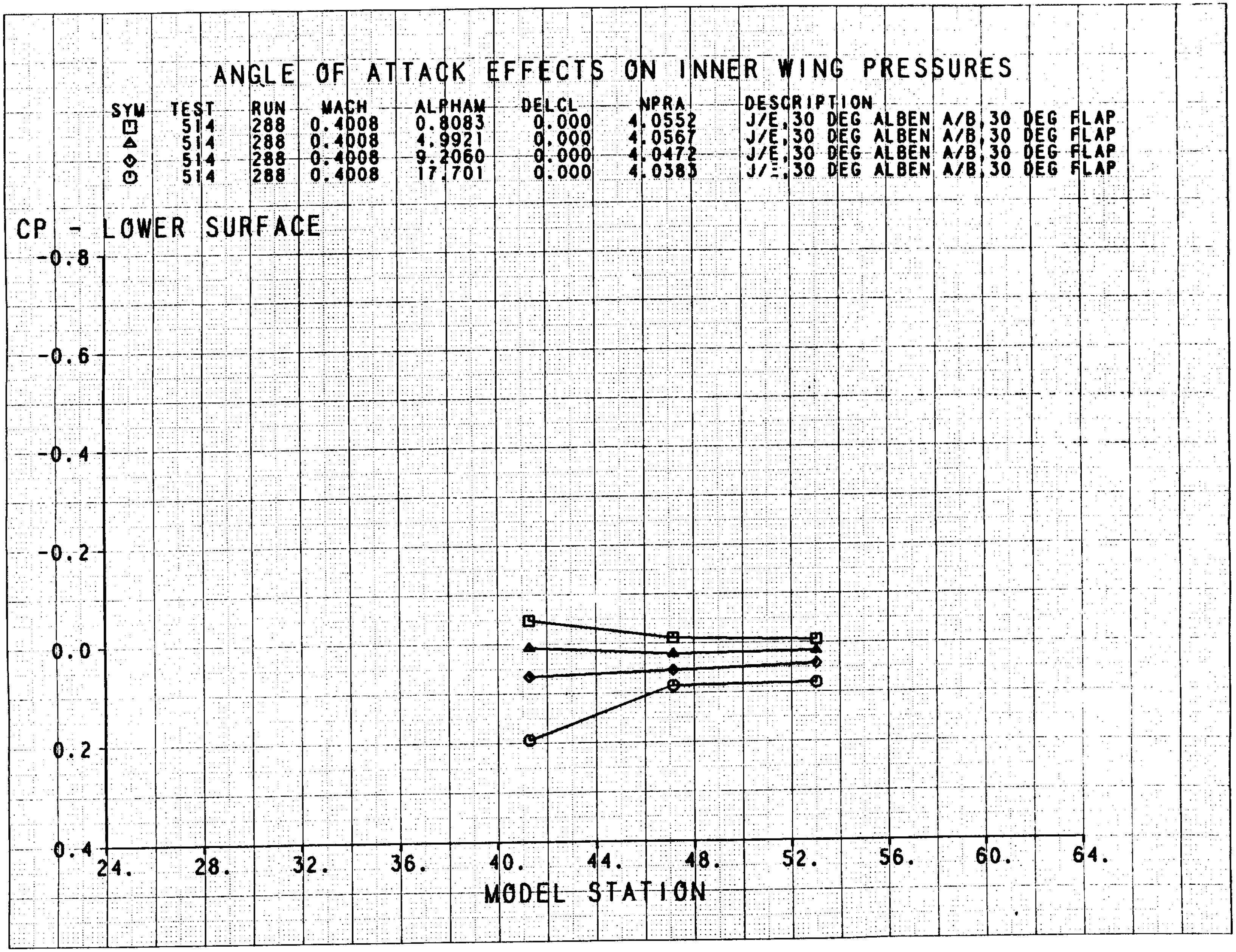

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 288 0.4008 0.8083 0.000 4.0552 J/E,30 DEG ALBEN A/B,30 DEG FLAP
△ 514 288 0.4008 4.9921 0.000 4.0567 J/E,30 DEG ALBEN A/B,30 DEG FLAP
◇ 514 288 0.4008 9.2060 0.000 4.0472 J/E,30 DEG ALBEN A/B,30 DEG FLAP
○ 514 288 0.4008 17.701 0.000 4.0383 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

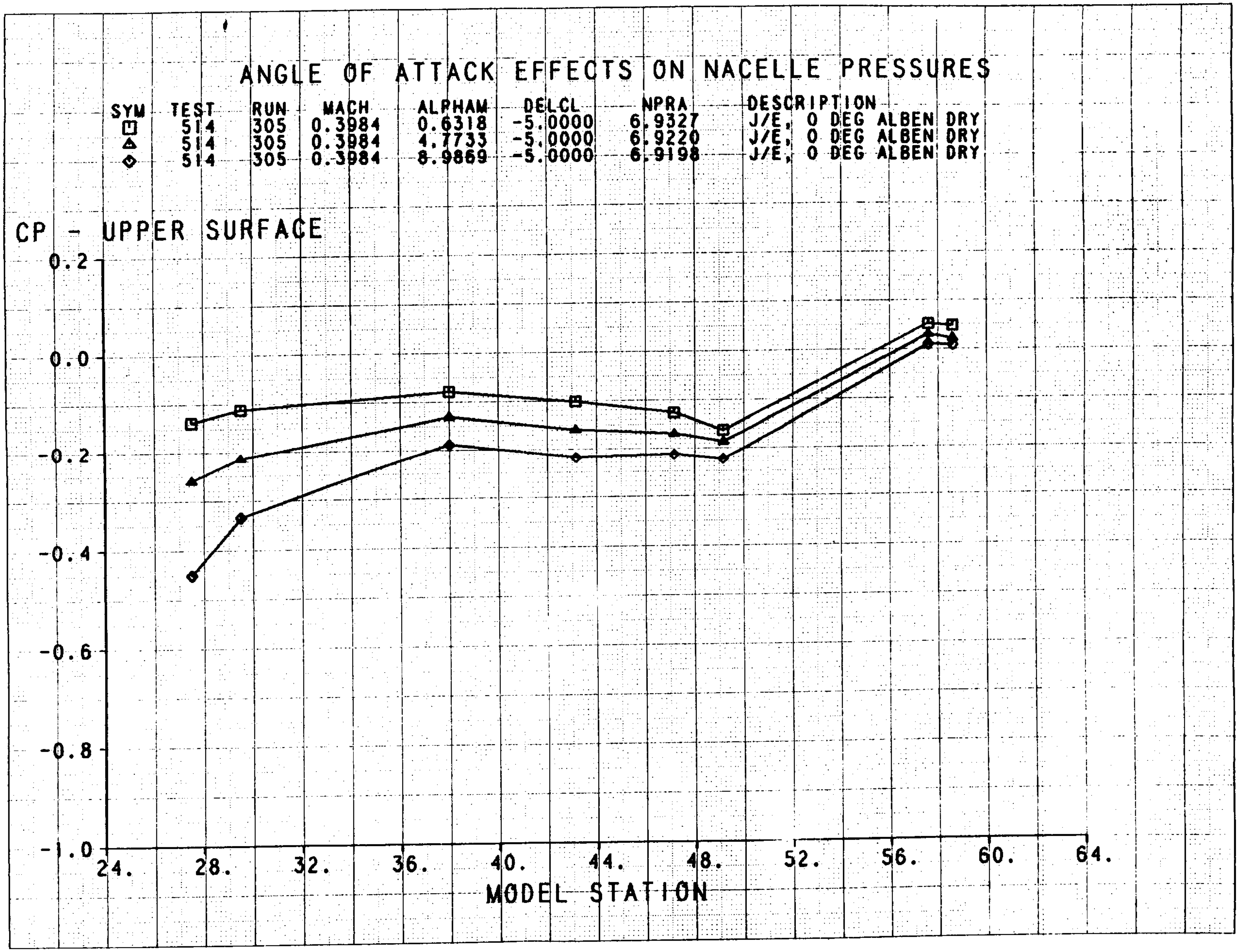

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 288 0.4008 0.8083 0.000 4.0552 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 4.9921 0.000 4.0567 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 9.2060 0.000 4.0472 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 17.701 0.000 4.0383 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

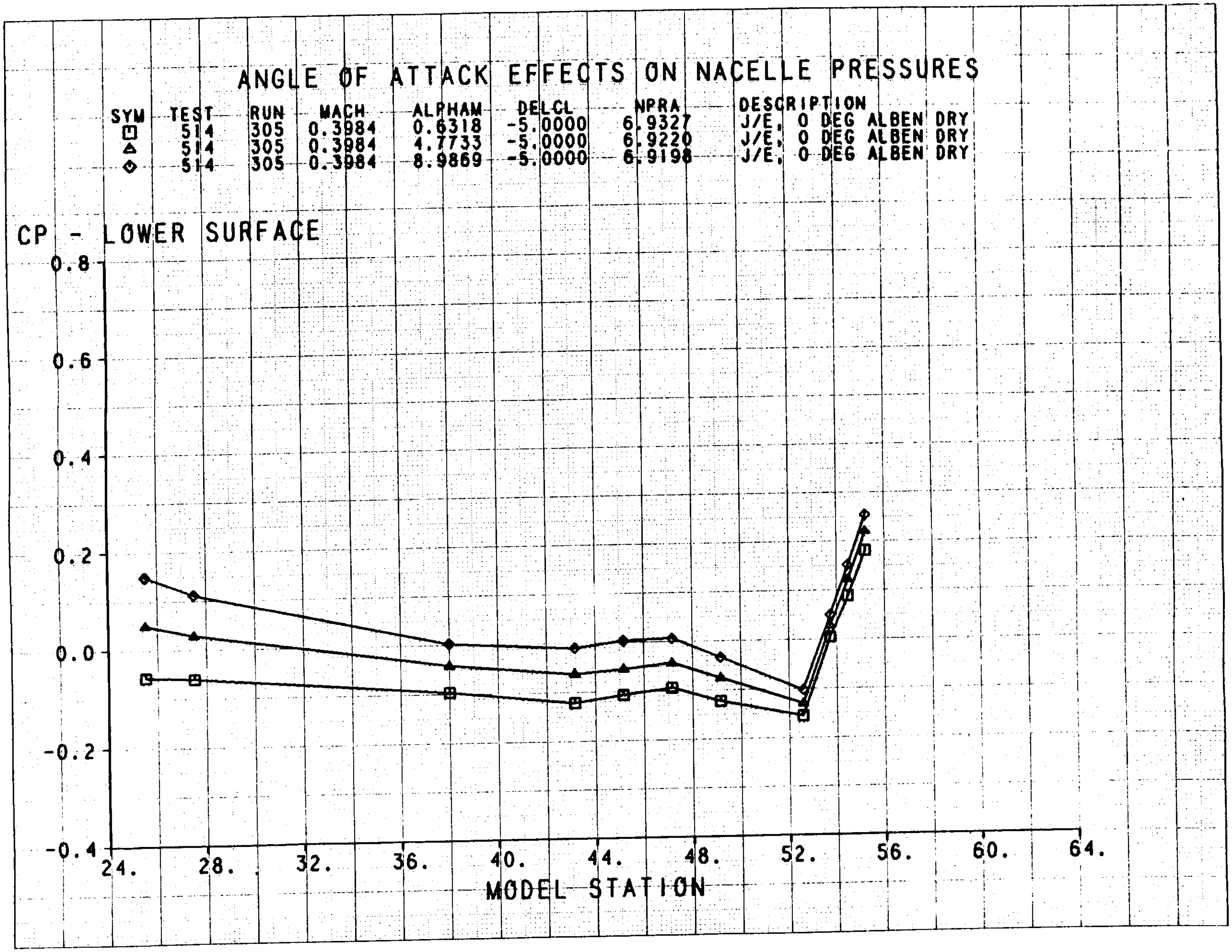

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST ' RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 288 0.4008 0.8083 0.000 4.0552 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 4.9921 0.000 4.0567 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 9.2060 0.000 4.0472 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 17.701 0.000 4.0383 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

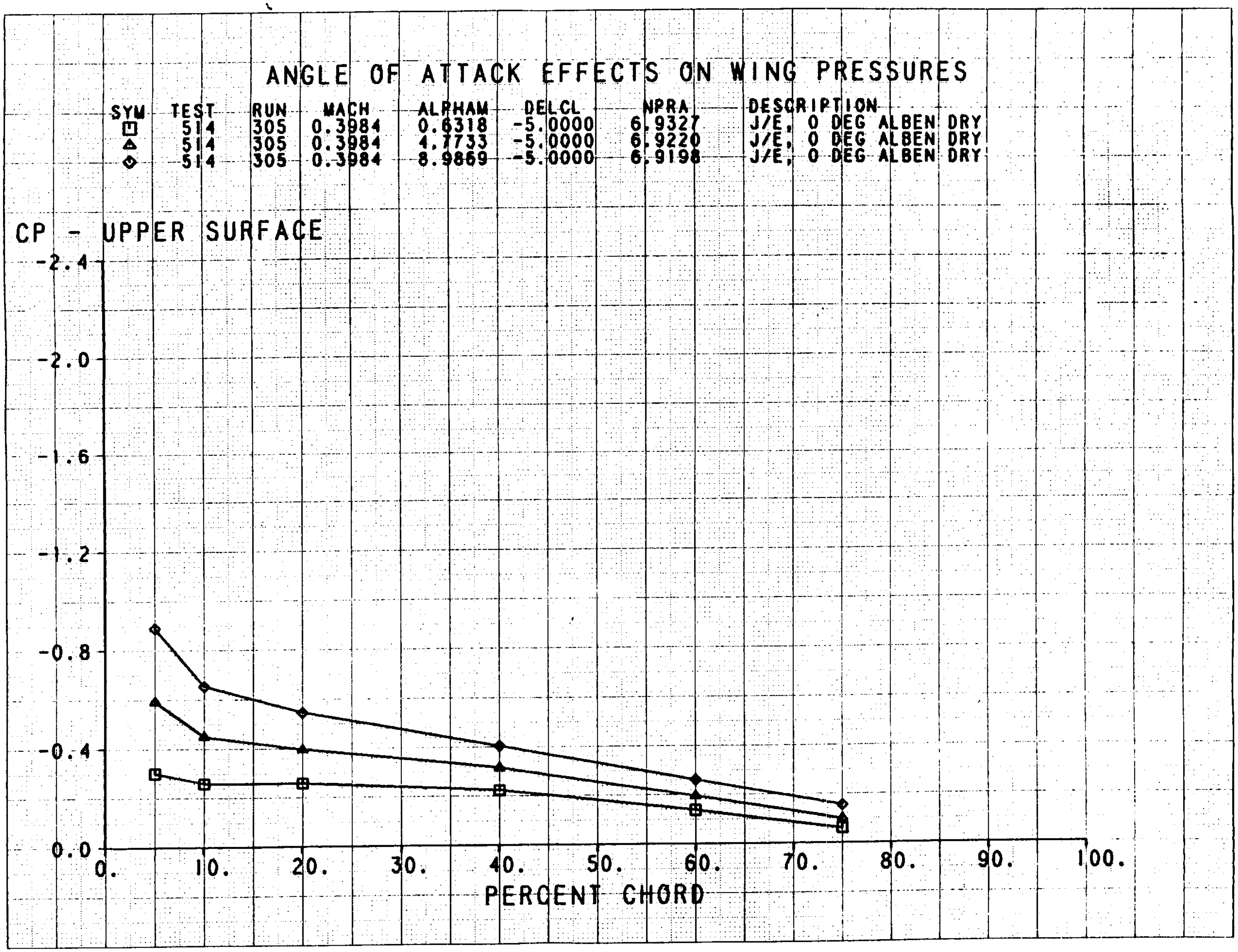


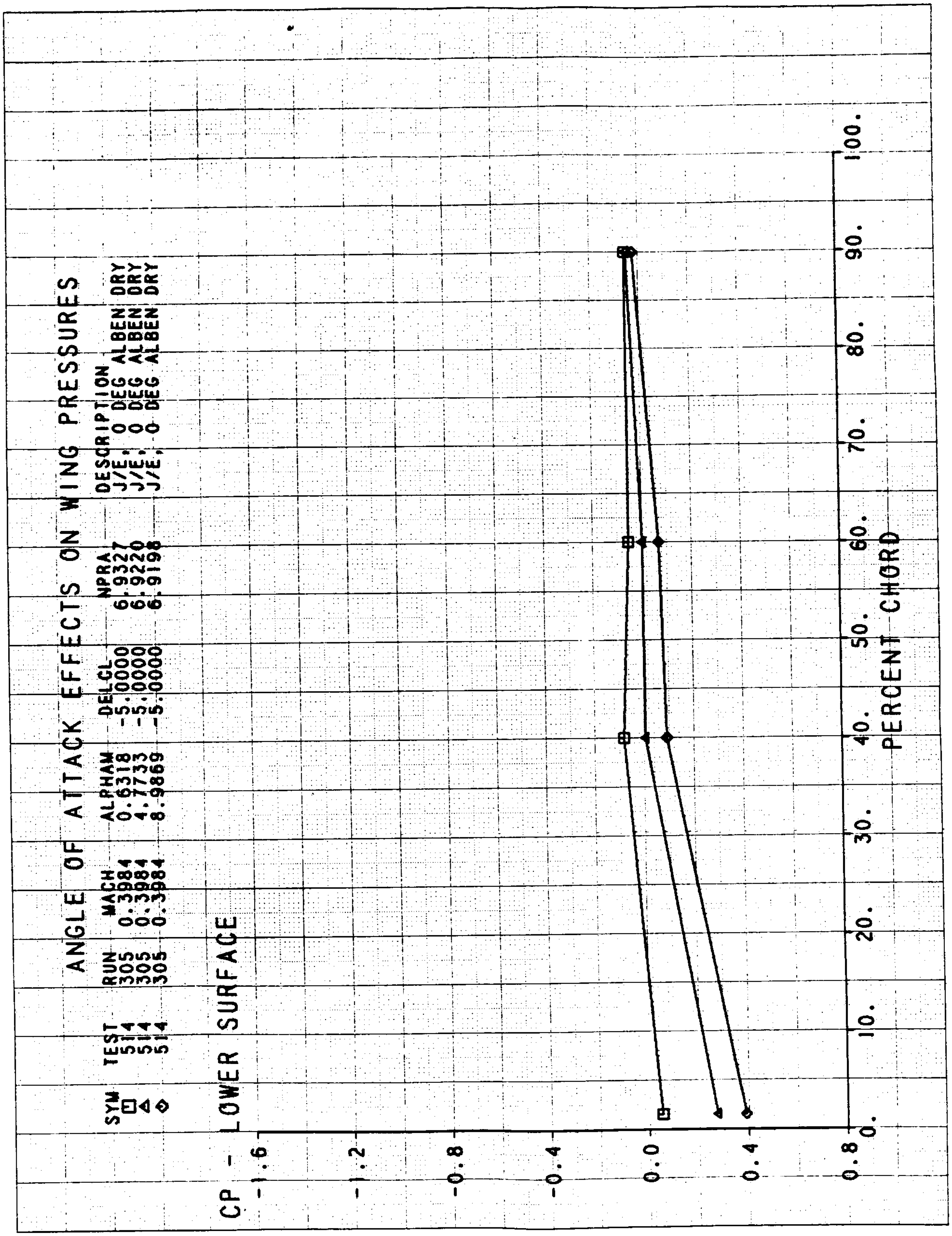
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 288 0.4008 0.8083 0.000 4.0552 J/E,30 DEG ALBEN A/B,30 DEG FLAP
△ 514 288 0.4008 4.9921 0.000 4.0567 J/E,30 DEG ALBEN A/B,30 DEG FLAP
◇ 514 288 0.4008 9.2060 0.000 4.0472 J/E,30 DEG ALBEN A/B,30 DEG FLAP
○ 514 288 0.4008 17.701 0.000 4.0383 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

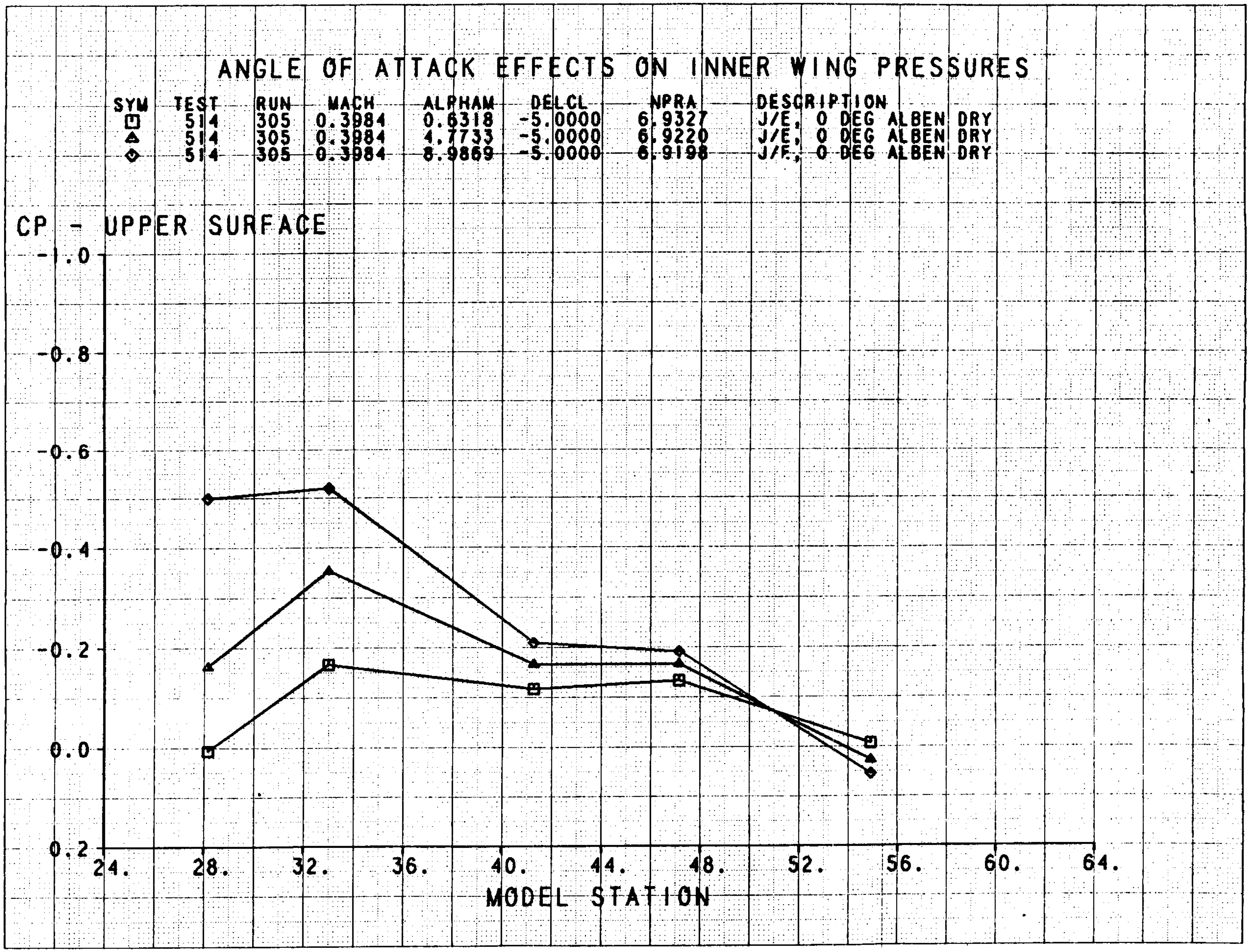

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 288 0.4008 0.8083 0.000 4.0552 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 4.9921 0.000 4.0567 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 9.2060 0.000 4.0472 J/E,30 DEG ALBEN A/B,30 DEG FLAP
514 288 0.4008 17.701 0.000 4.0383 J/E,30 DEG ALBEN A/B,30 DEG FLAP
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 305 0.3984 0.6318 -5.0000 6.9327 J/E, 0 DEG ALBEN DRY
△ 514 305 0.3984 4.7733 -5.0000 6.9220 J/E, 0 DEG ALBEN DRY
◇ 514 305 0.3984 8.9869 -5.0000 6.9198 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

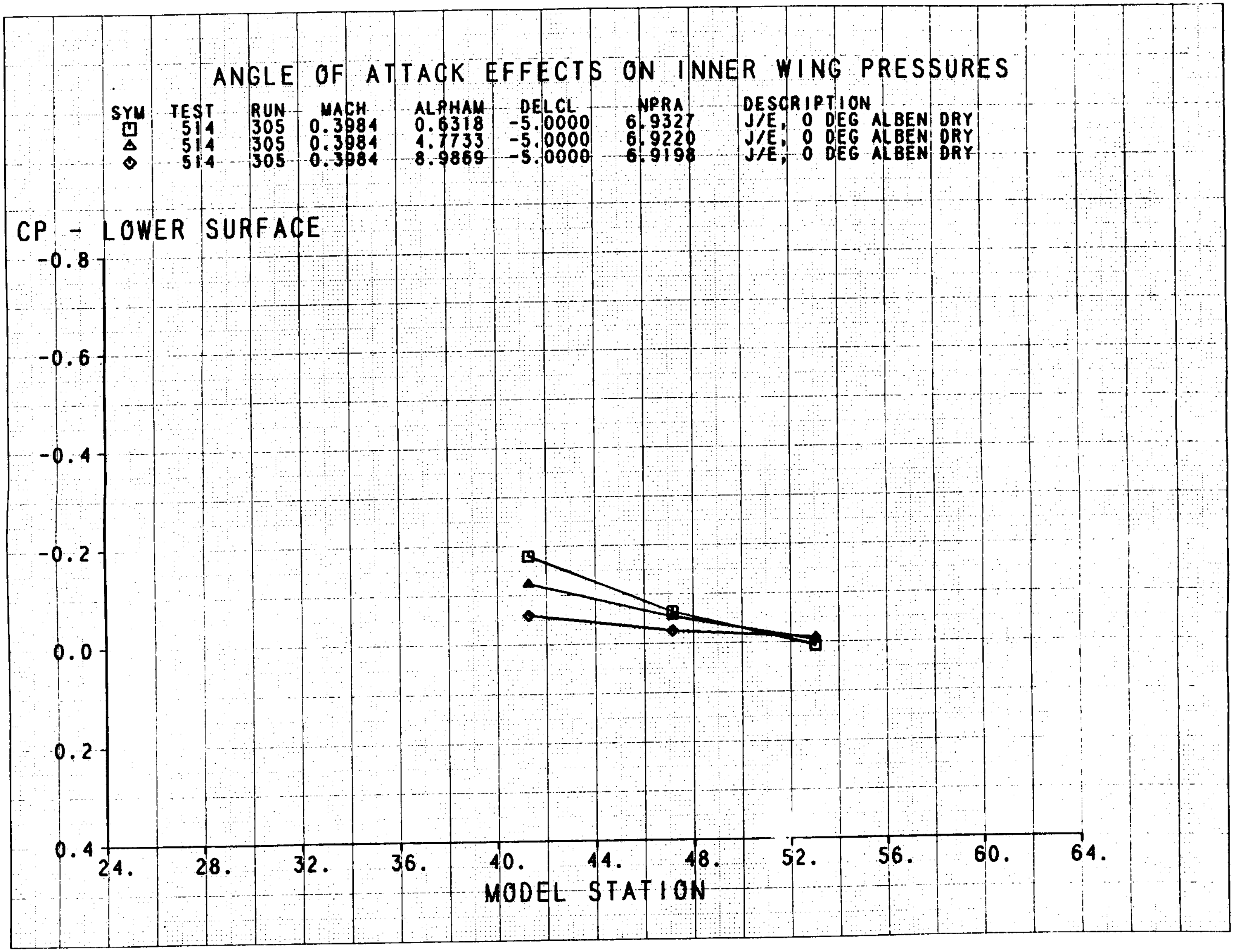

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 305 0.3984 0.6318 -5.0000 6.9327 J/E, 0 DEG ALBEN DRY
△ 514 305 0.3984 4.7733 -5.0000 6.9220 J/E, 0 DEG ALBEN DRY
◇ 514 305 0.3984 8.9869 -5.0000 6.9198 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 305 0.3984 0.6318 -5.0000 6.9327 J/E, 0 DEG ALBEN DRY
△ 514 305 0.3984 4.7733 -5.0000 6.9220 J/E, 0 DEG ALBEN DRY
◇ 514 305 0.3984 8.9869 -5.0000 6.9198 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

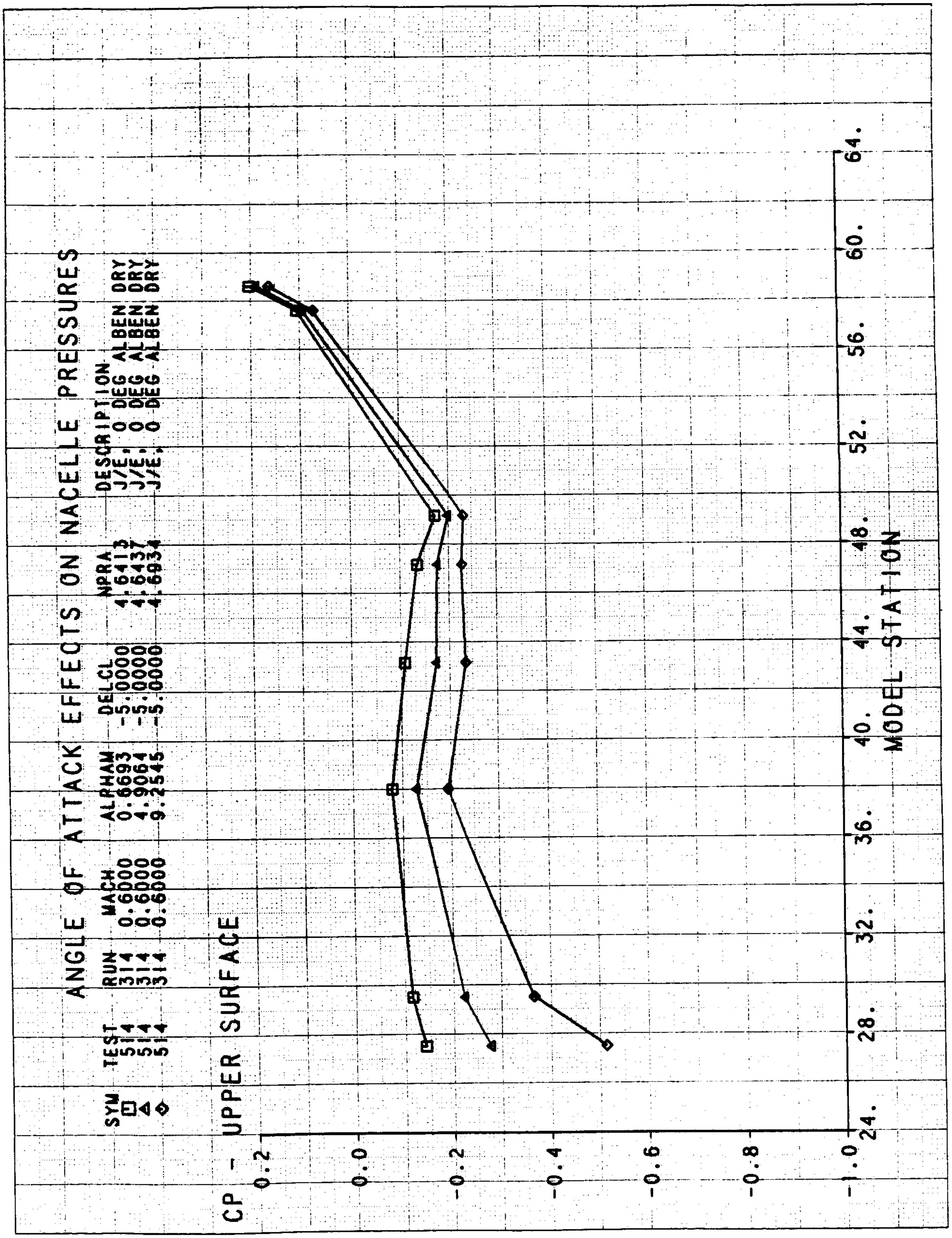

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 305 0.3984 0.6318 -5.0000 6.9327 J/E, 0 DEG ALBEN DRY
△ 514 305 0.3984 4.7733 -5.0000 6.9220 J/E, 0 DEG ALBEN DRY
◇ 514 305 0.3984 8.9869 -5.0000 6.9198 J/E, 0 DEG ALBEN DRY
LOWER SURFACE
CP
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

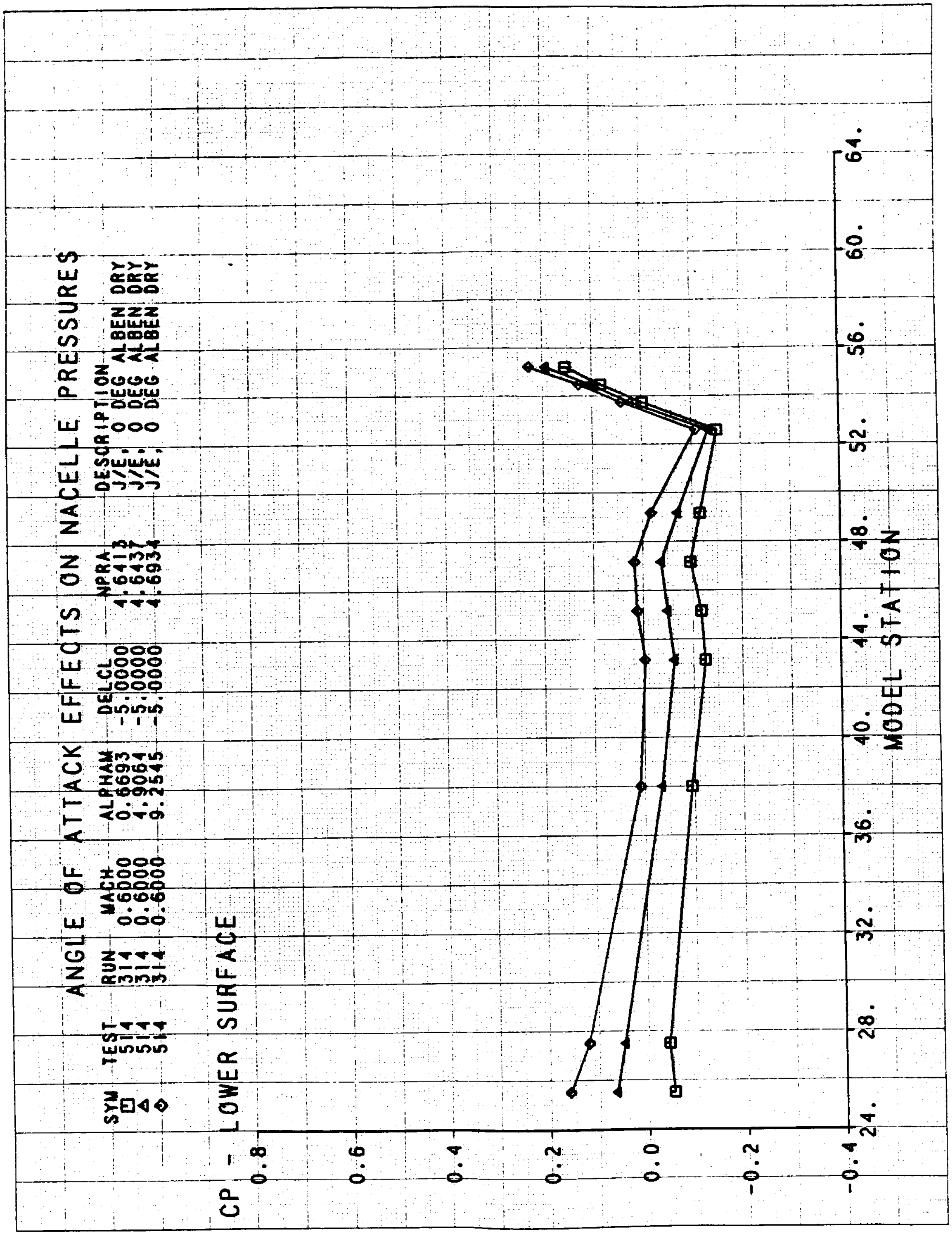


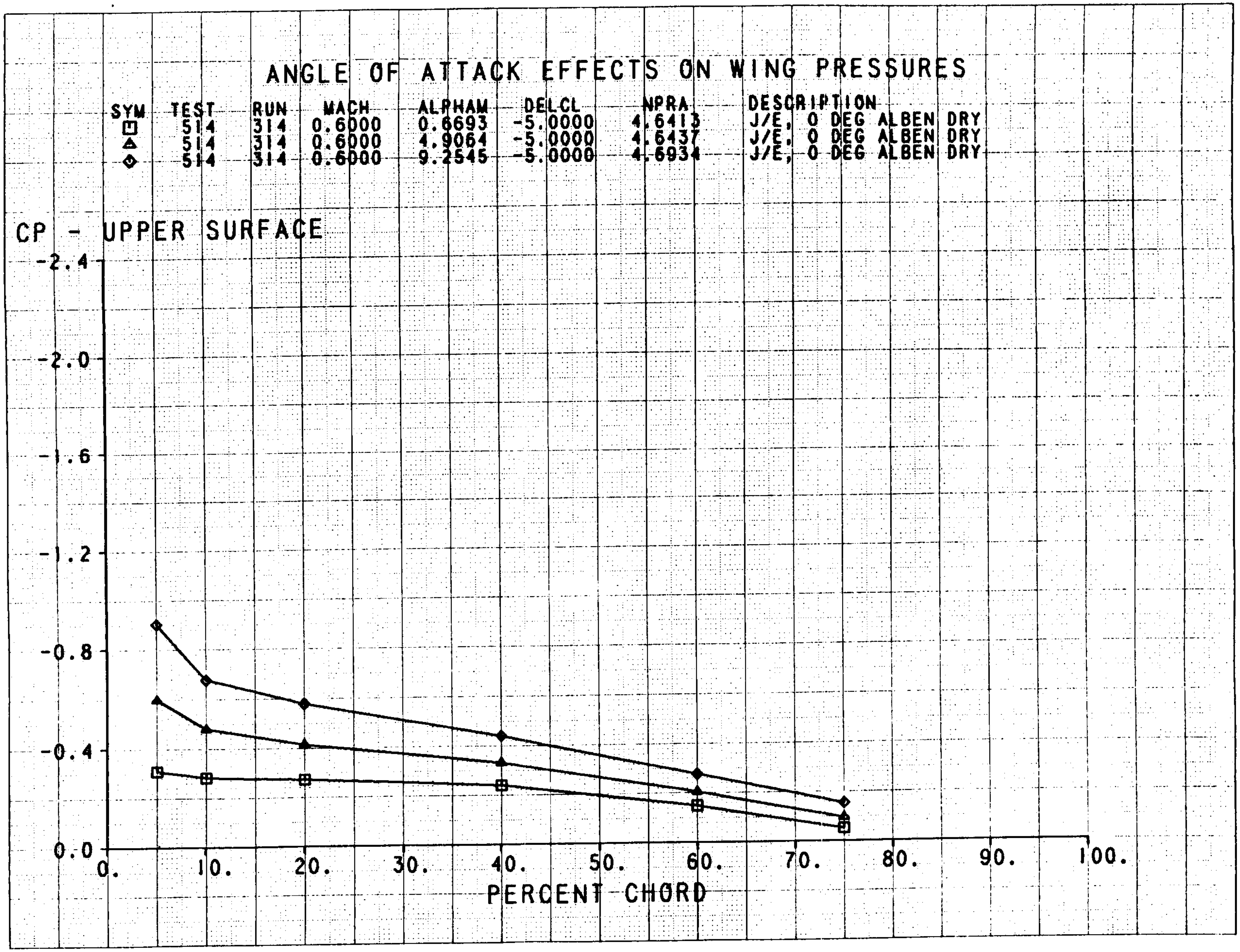
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 305 0.3984 0.6318 -5.0000 6.9327 J/E, 0 DEG ALBEN DRY
△ 514 305 0.3984 4.7733 -5.0000 6.9220 J/E, 0 DEG ALBEN DRY
◇ 514 305 0.3984 8.9869 -5.0000 6.9198 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 305 0.3984 0.6318 -5.0000 6.9327 J/E, 0 DEG ALBEN DRY
△ 514 305 0.3984 4.7733 -5.0000 6.9220 J/E, 0 DEG ALBEN DRY
◇ 514 305 0.3984 8.9869 -5.0000 6.9198 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
514 314 0.6000 0.6693 -5.0000 4.6413 J/E, 0 DEG ALBEN DRY
514 314 0.6000 4.9064 -5.0000 4.6437 J/E, 0 DEG ALBEN DRY
514 314 0.6000 9.2545 -5.0000 4.6934 J/E, 0 DEG ALBEN DRY
UPPER SURFACE
CP
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

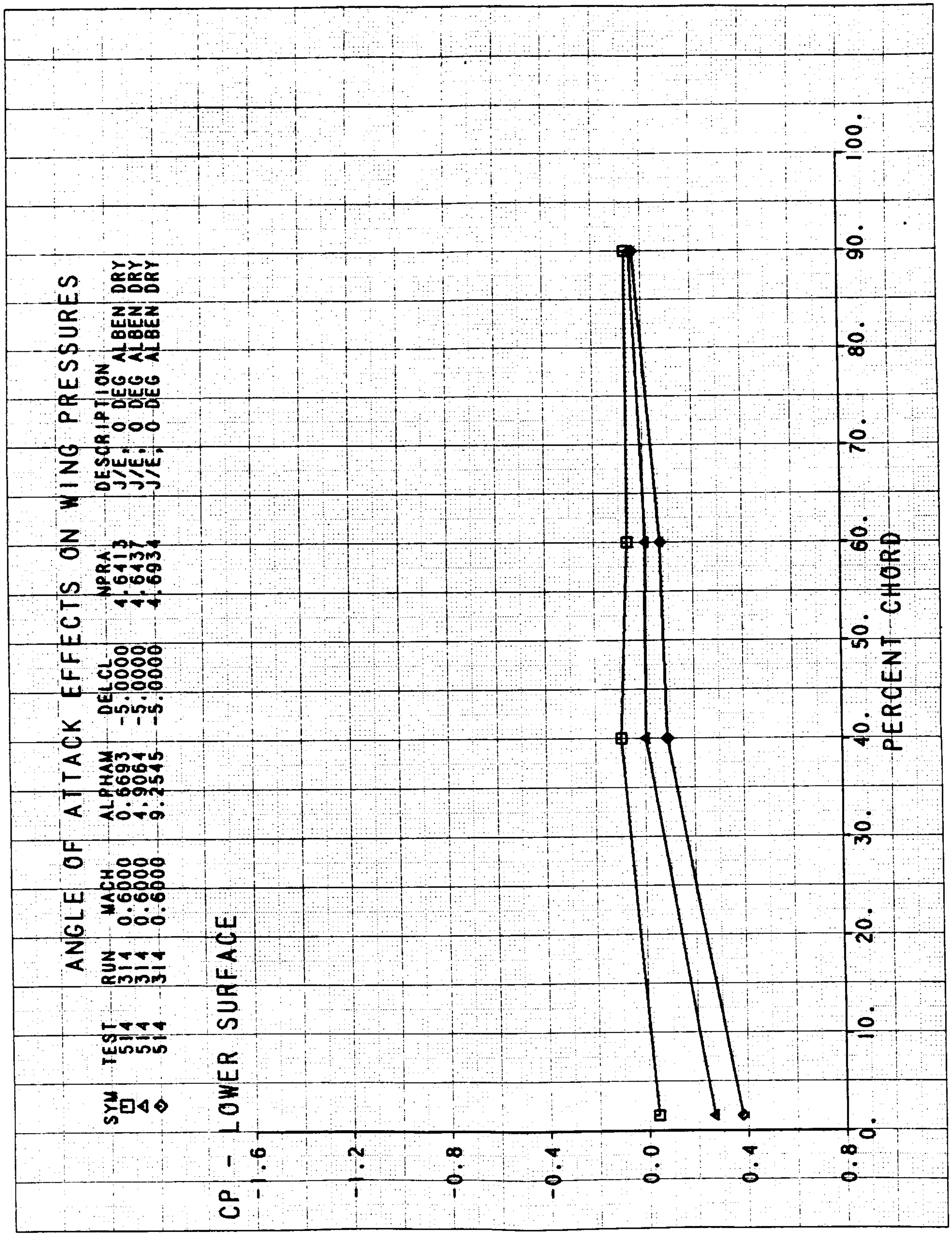

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 314 0.6000 0.6693 -5.0000 4.6413 J/E, 0 DEG ALBEN DRY
△ 514 314 0.6000 4.9064 -5.0000 4.6437 J/E, 0 DEG ALBEN DRY
◇ 514 314 0.6000 9.2545 -5.0000 4.6934 J/E, 0 DEG ALBEN DRY
LOWER SURFACE
CP
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

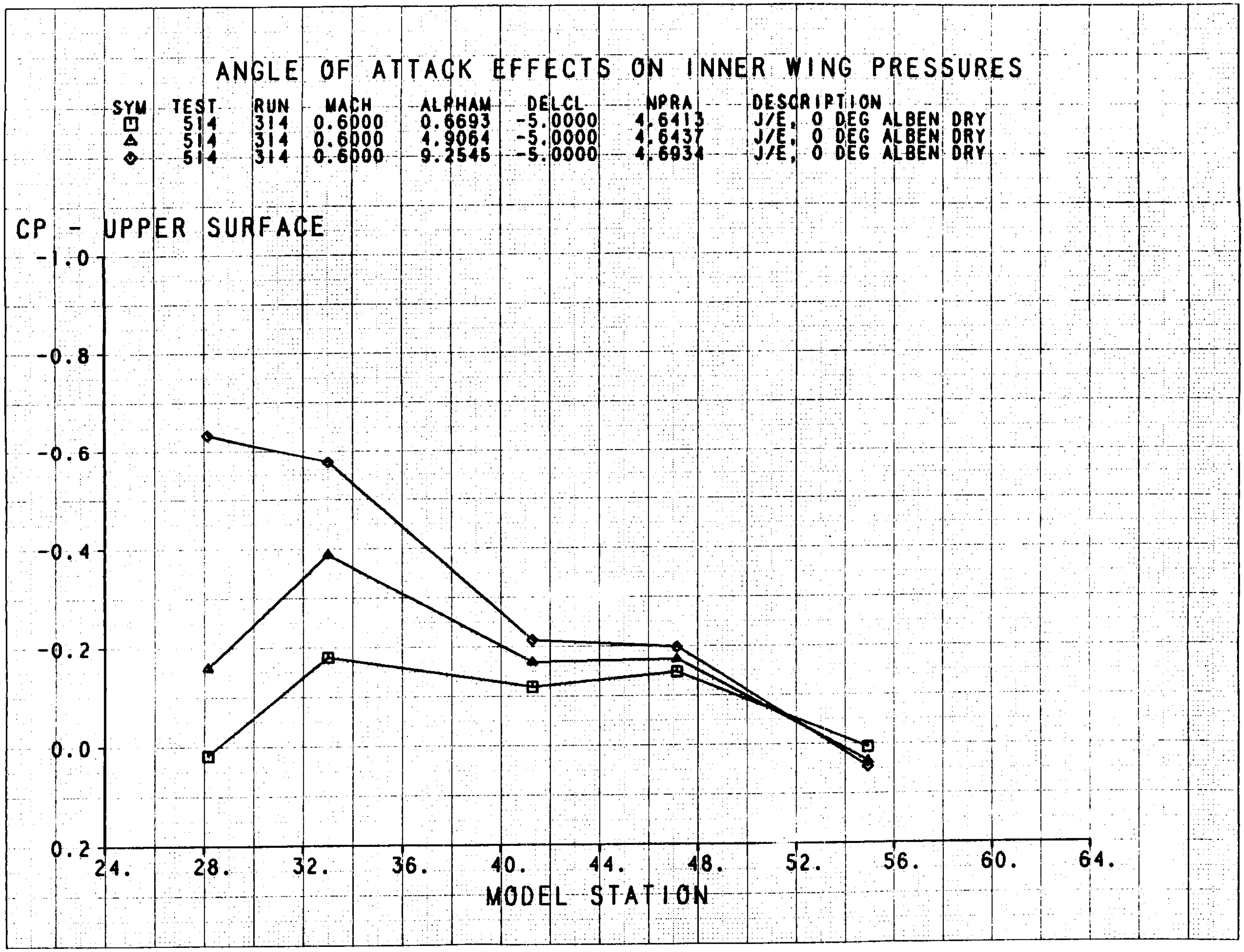


ANGLE OF ATTACK EFFECTS ON WING PRESSURES

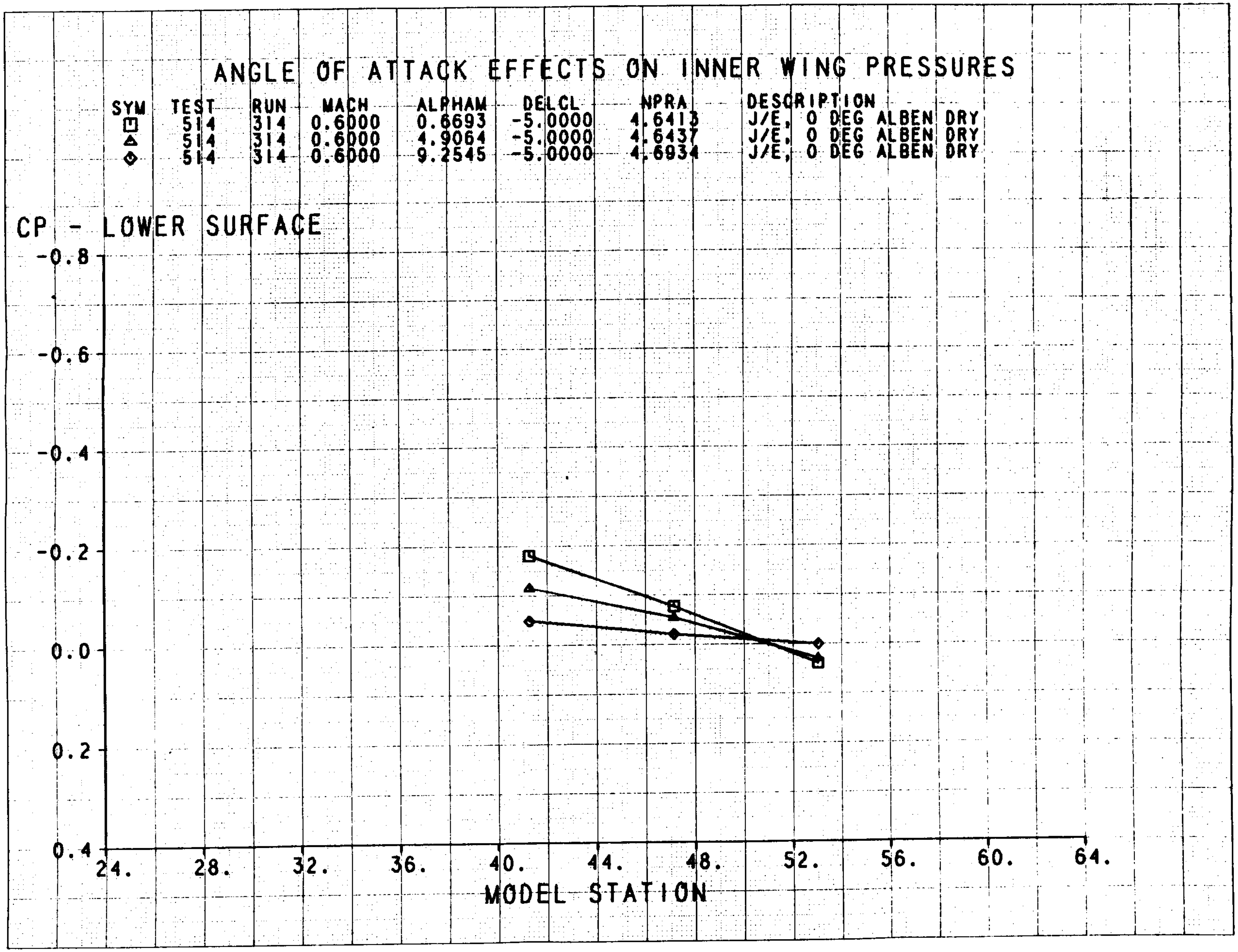
SYM	TEST	RUN	MACH	ALPHAM	DELCL	NPRA	DESCRIPTION
□	514	314	0.6000	0.6693	-5.0000	4.6413	J/E, 0 DEG ALBEN DRY
△	514	314	0.6000	4.9064	-5.0000	4.6437	J/E, 0 DEG ALBEN DRY
◇	514	314	0.6000	9.2545	-5.0000	4.6934	J/E, 0 DEG ALBEN DRY

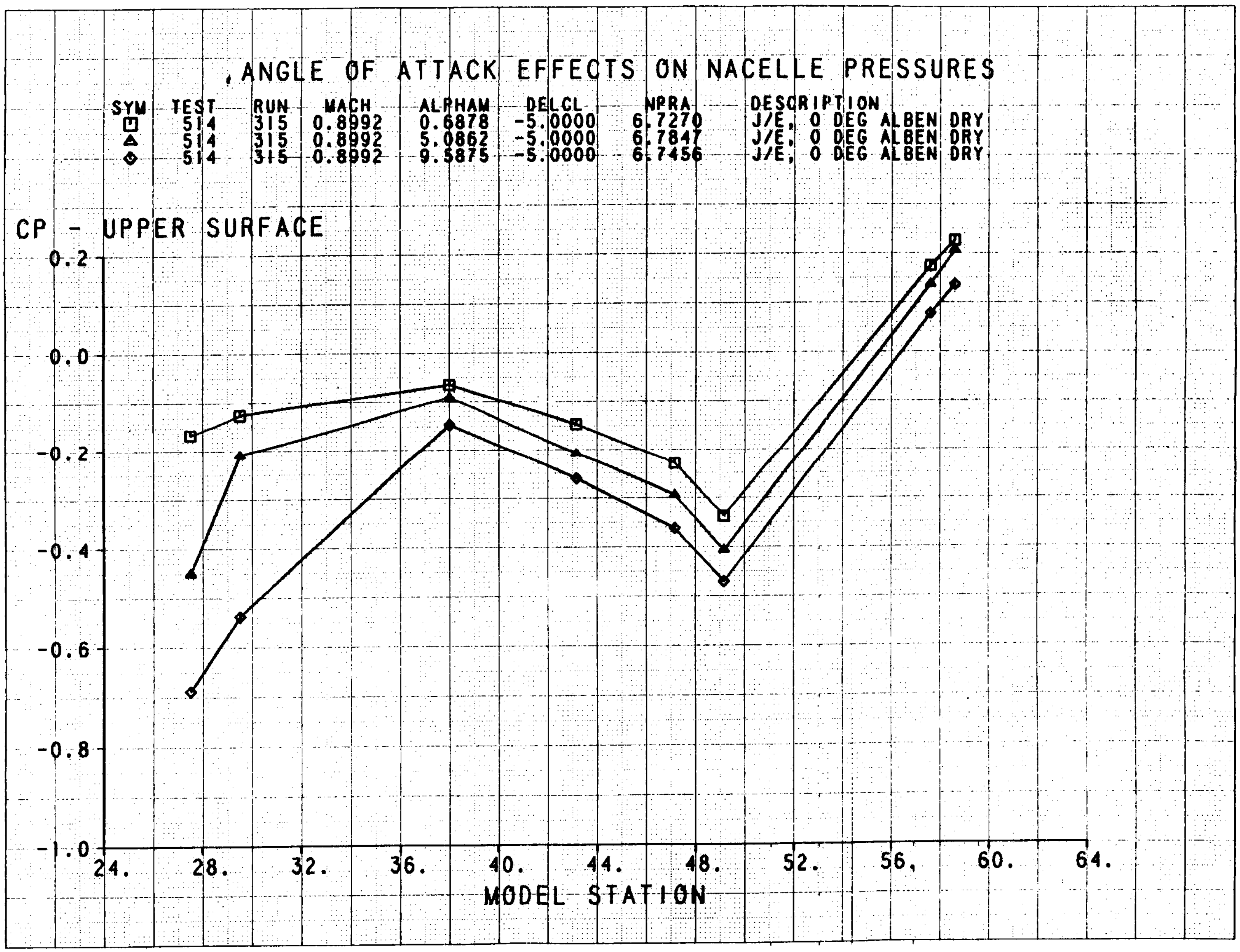
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 314 0.6000 0.6693 -5.0000 4.6413 J/E, 0 DEG ALBEN DRY
△ 514 314 0.6000 4.9064 -5.0000 4.6437 J/E, 0 DEG ALBEN DRY
◇ 514 314 0.6000 9.2545 -5.0000 4.6934 J/E, 0 DEG ALBEN DRY
LOWER SURFACE
CP
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

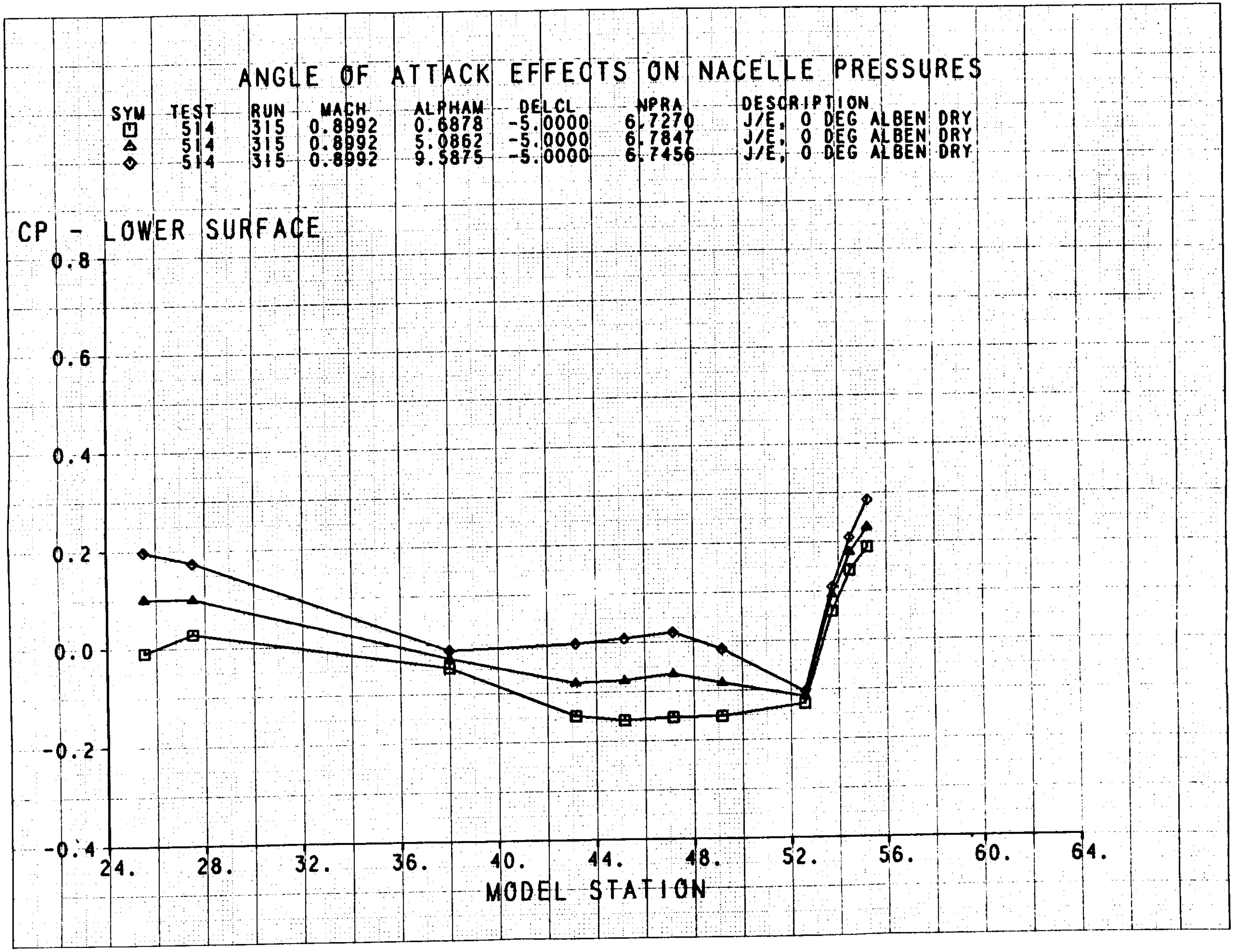


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 314 0.6000 0.6693 -5.0000 4.6413 J/E, 0 DEG ALBEN DRY
△ 514 314 0.6000 4.9064 -5.0000 4.6437 J/E, 0 DEG ALBEN DRY
◇ 514 314 0.6000 9.2545 -5.0000 4.6934 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

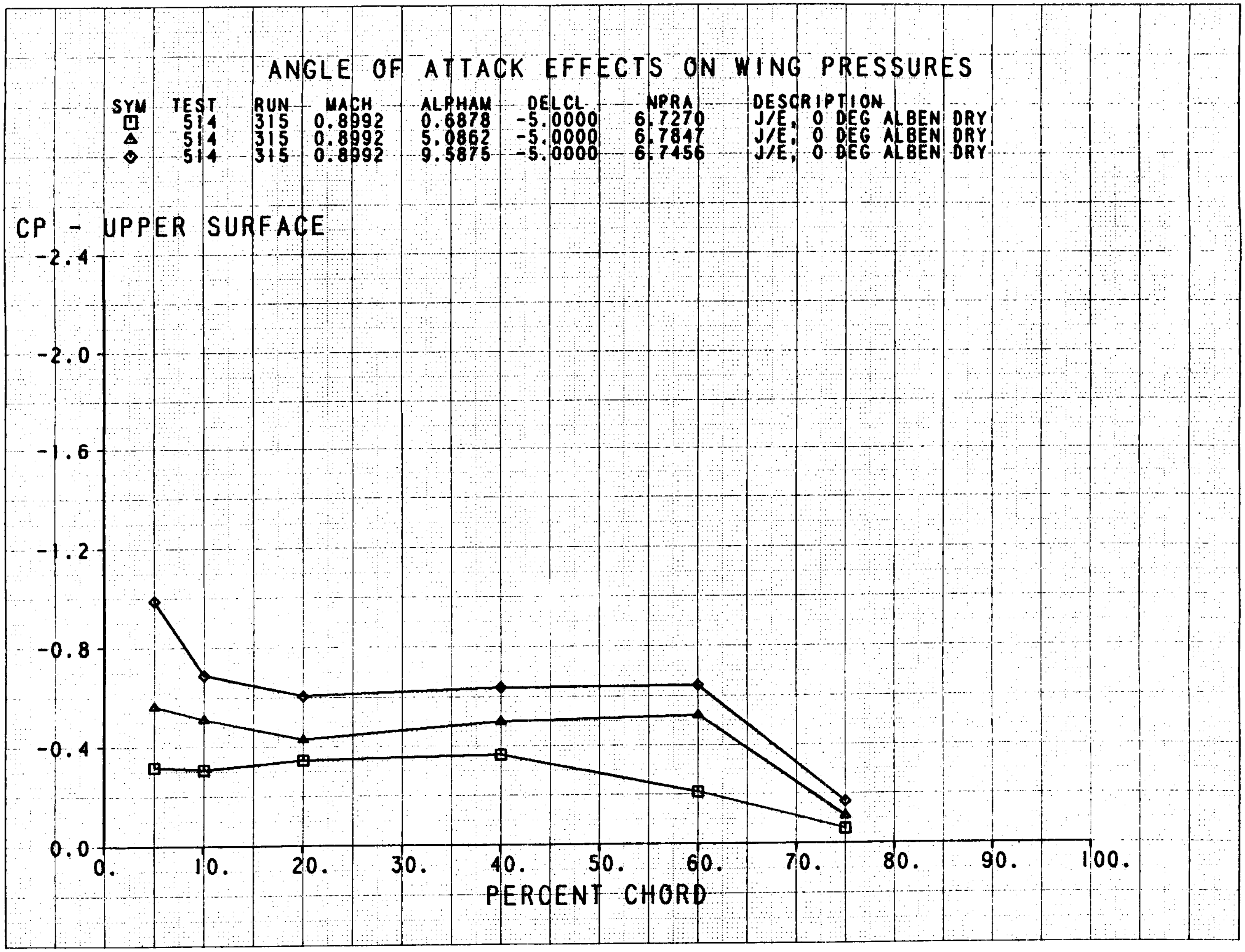

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 314 0.6000 0.6693 -5.0000 4.6413 J/E, 0 DEG ALBEN DRY
△ 514 314 0.6000 4.9064 -5.0000 4.6437 J/E, 0 DEG ALBEN DRY
◇ 514 314 0.6000 9.2545 -5.0000 4.6934 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

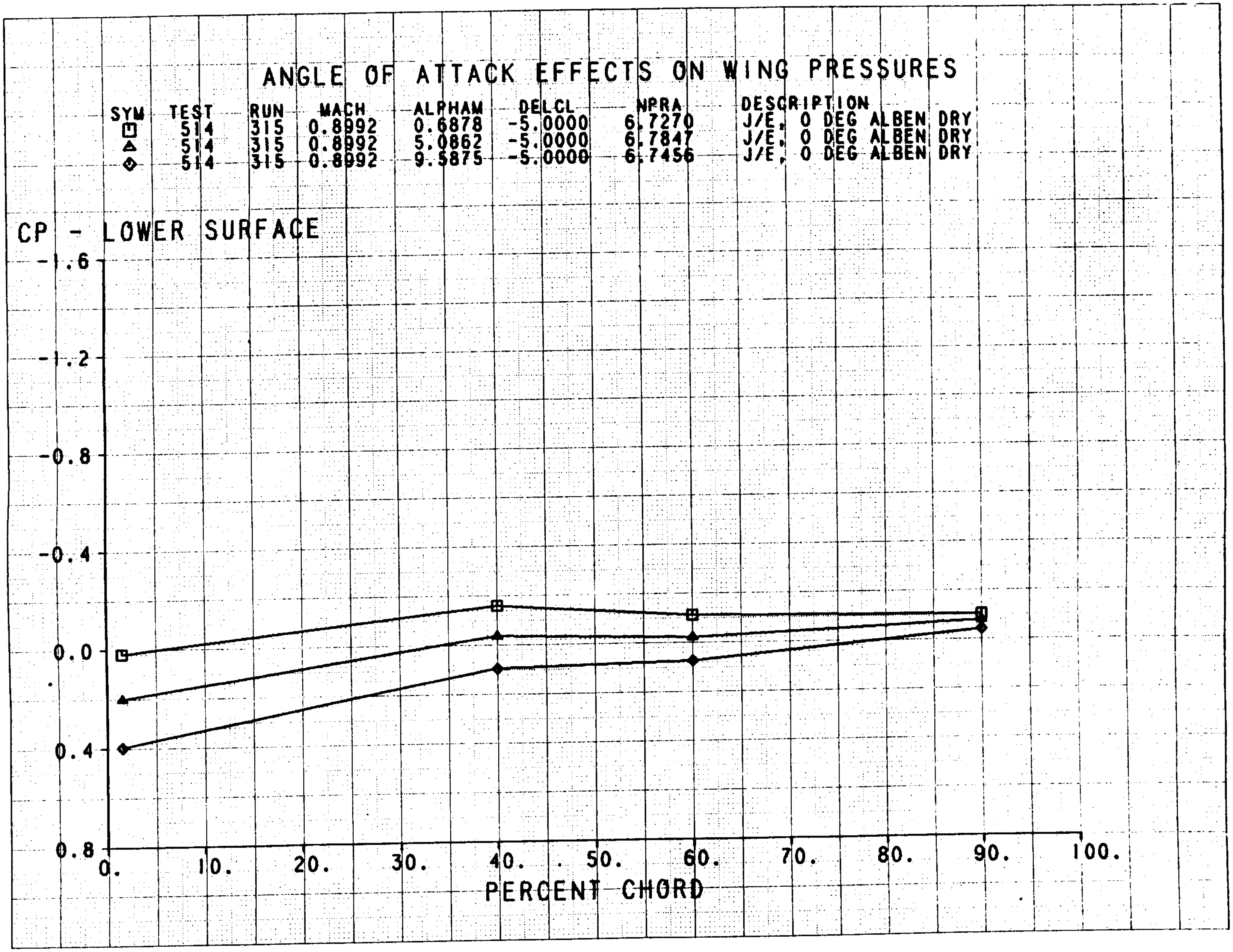


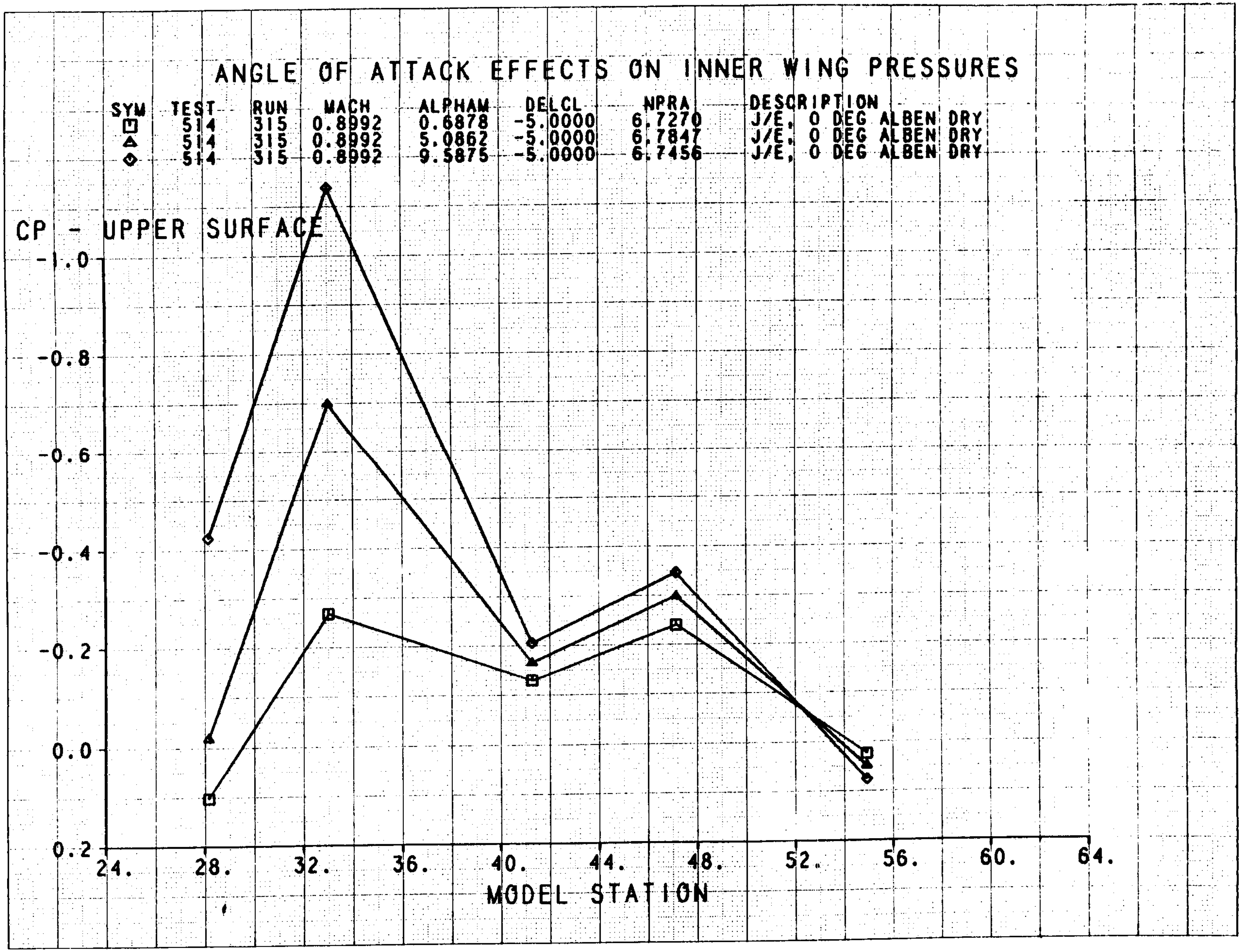
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 315 0.8992 5.0862 -5.0000 6.7847 J/E, 0 DEG ALBEN DRY
◇ 514 315 0.8992 9.5875 -5.0000 6.7456 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

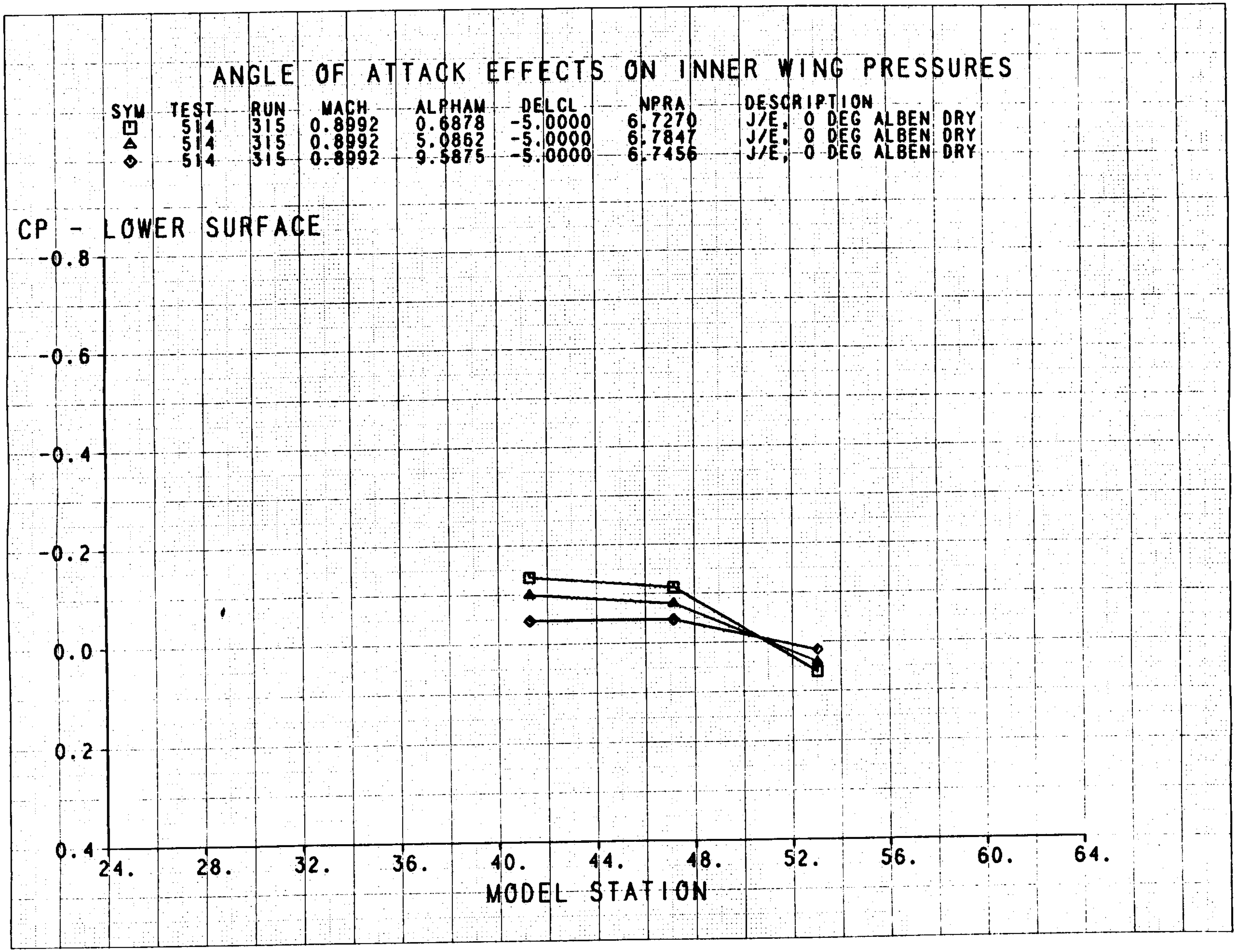


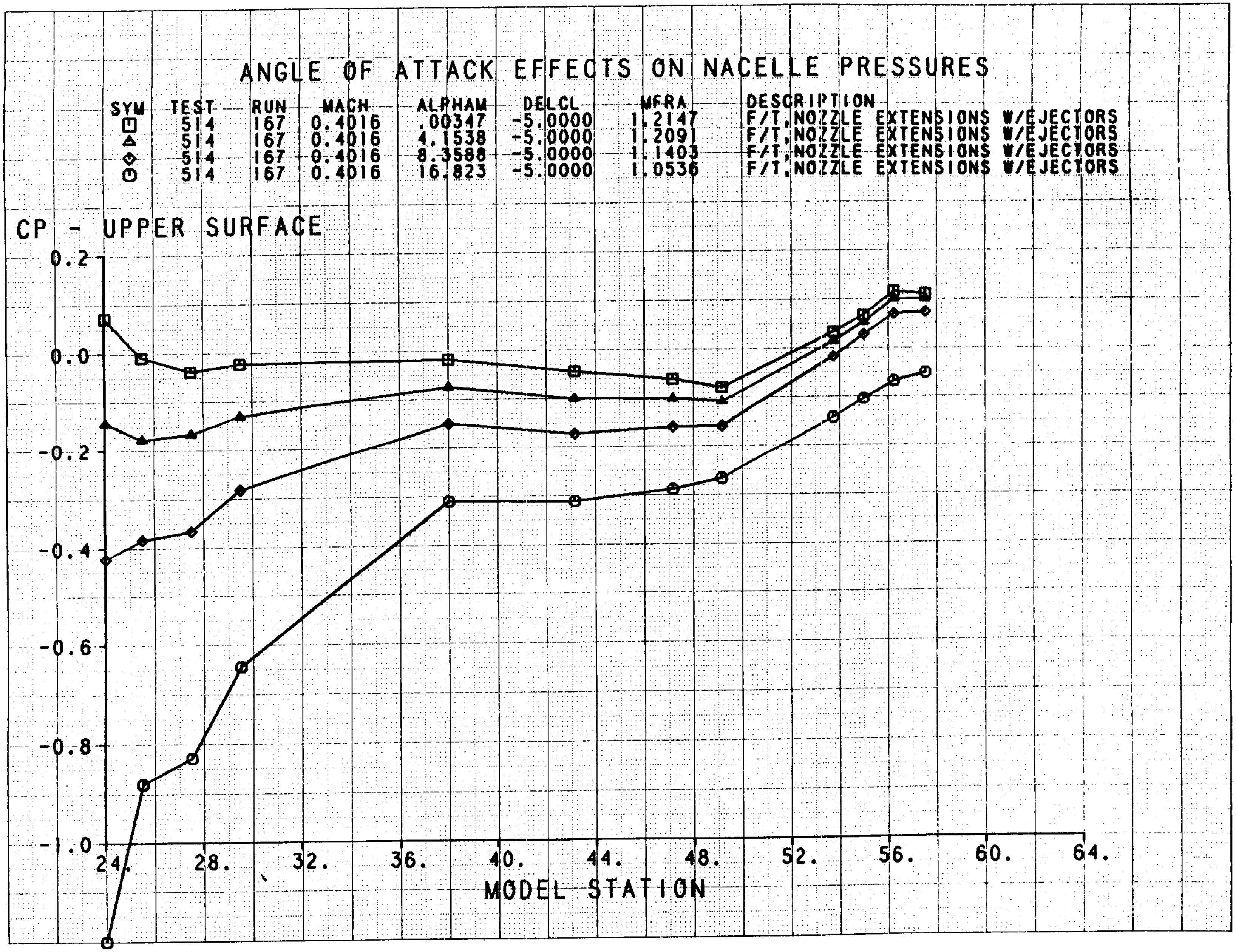
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 315 0.8992 5.0862 -5.0000 6.7847 J/E, 0 DEG ALBEN DRY
◇ 514 315 0.8992 9.5875 -5.0000 6.7456 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 315 0.8992 5.0862 -5.0000 6.7847 J/E, 0 DEG ALBEN DRY
◇ 514 315 0.8992 9.5875 -5.0000 6.7456 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

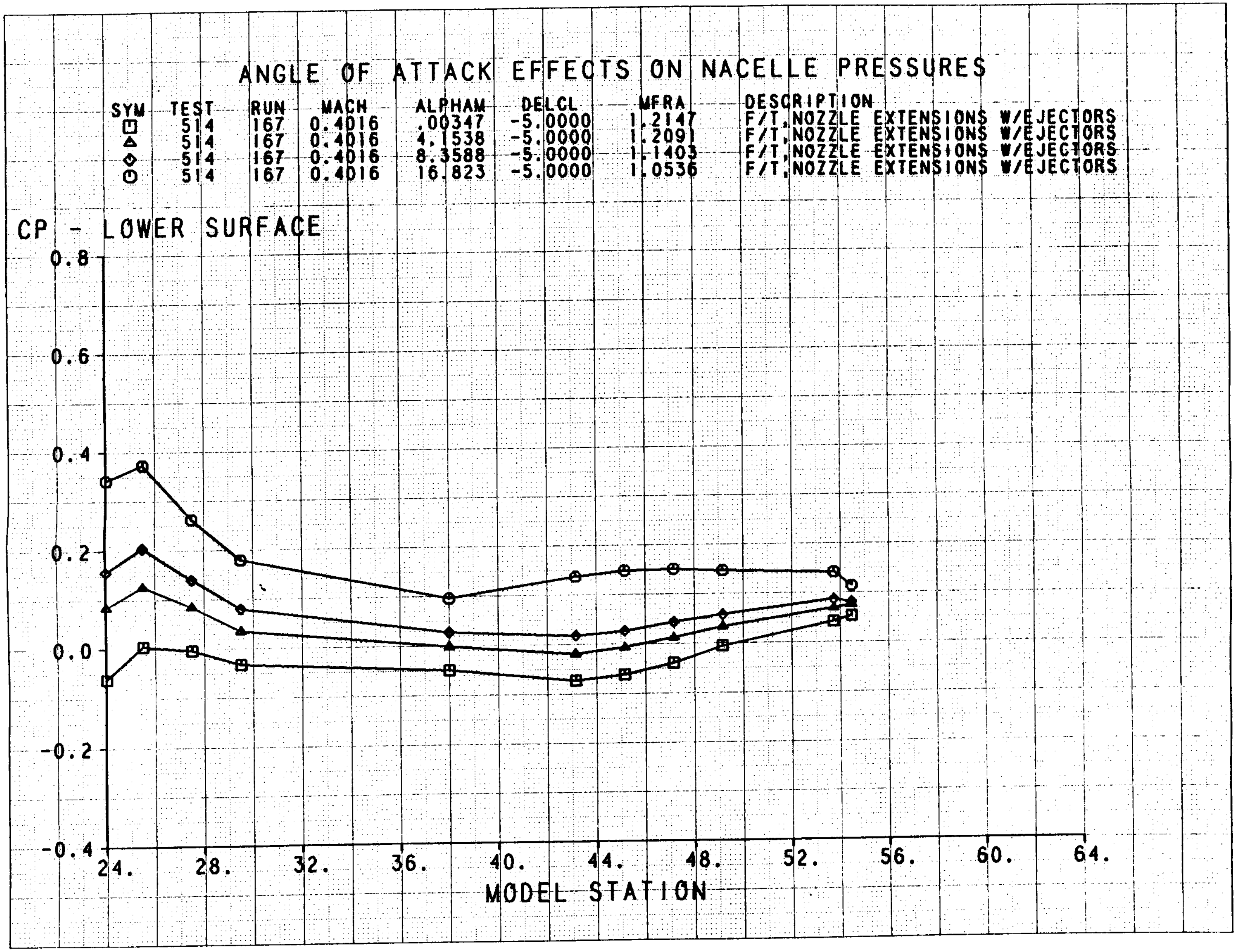

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 315 0.8992 5.0862 -5.0000 6.7847 J/E, 0 DEG ALBEN DRY
◇ 514 315 0.8992 9.5875 -5.0000 6.7456 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

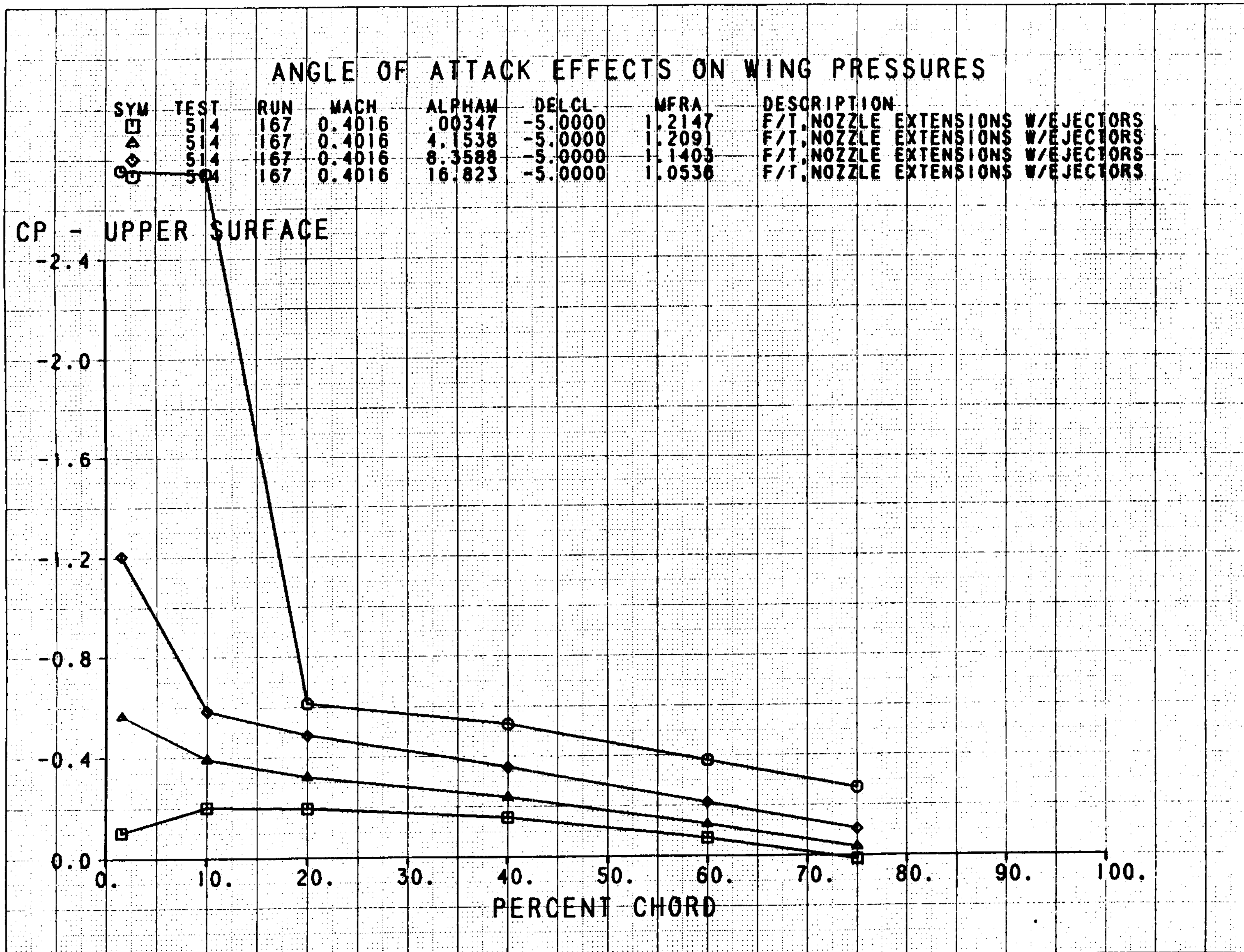

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 315 0.8992 5.0862 -5.0000 6.7847 J/E, 0 DEG ALBEN DRY
◇ 514 315 0.8992 9.5875 -5.0000 6.7456 J/E, 0 DEG ALBEN DRY
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

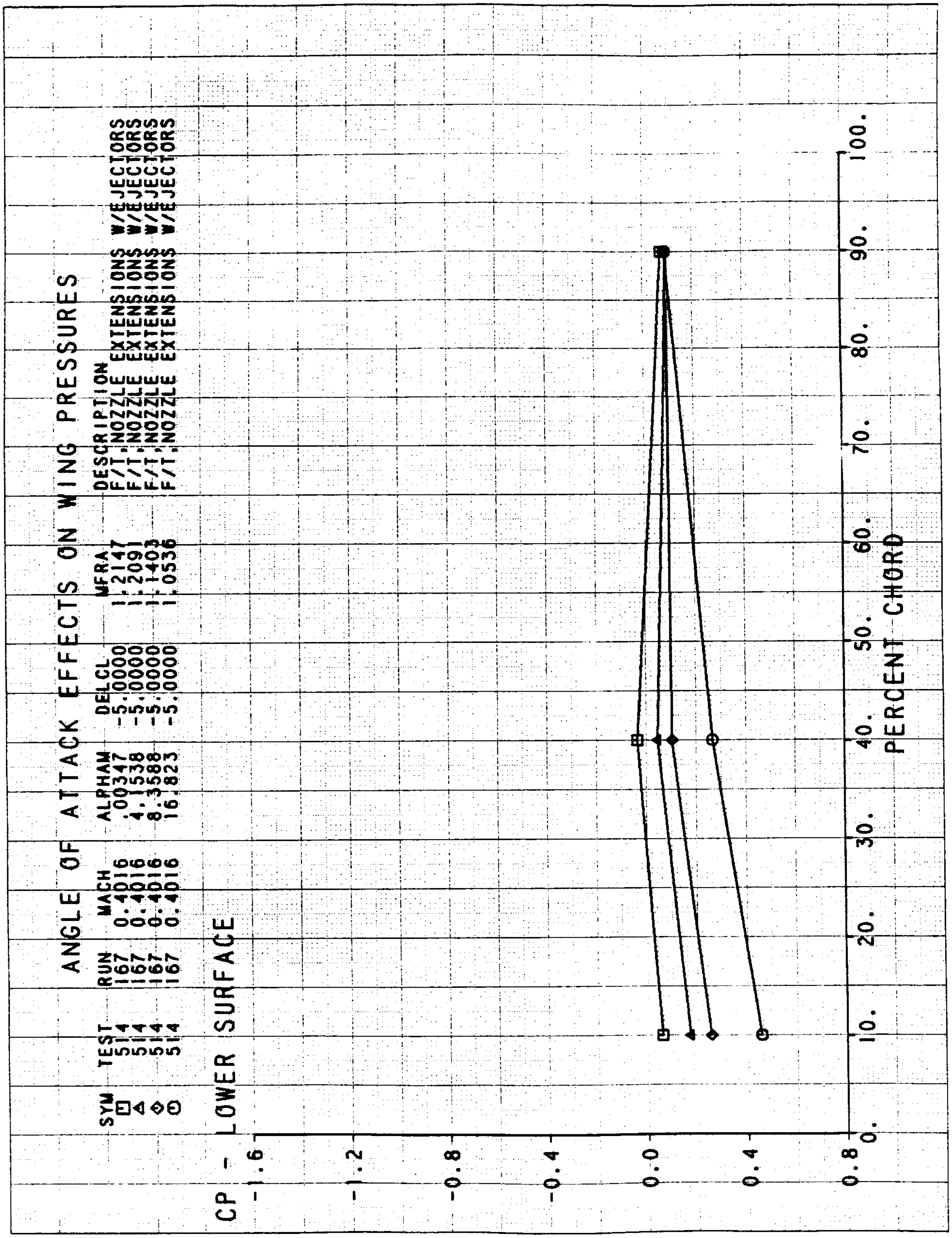

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL NPRA DESCRIPTION
□ 514 315 0.8992 0.6878 -5.0000 6.7270 J/E, 0 DEG ALBEN DRY
△ 514 315 0.8992 5.0862 -5.0000 6.7847 J/E, 0 DEG ALBEN DRY
◇ 514 315 0.8992 9.5875 -5.0000 6.7456 J/E, 0 DEG ALBEN DRY
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



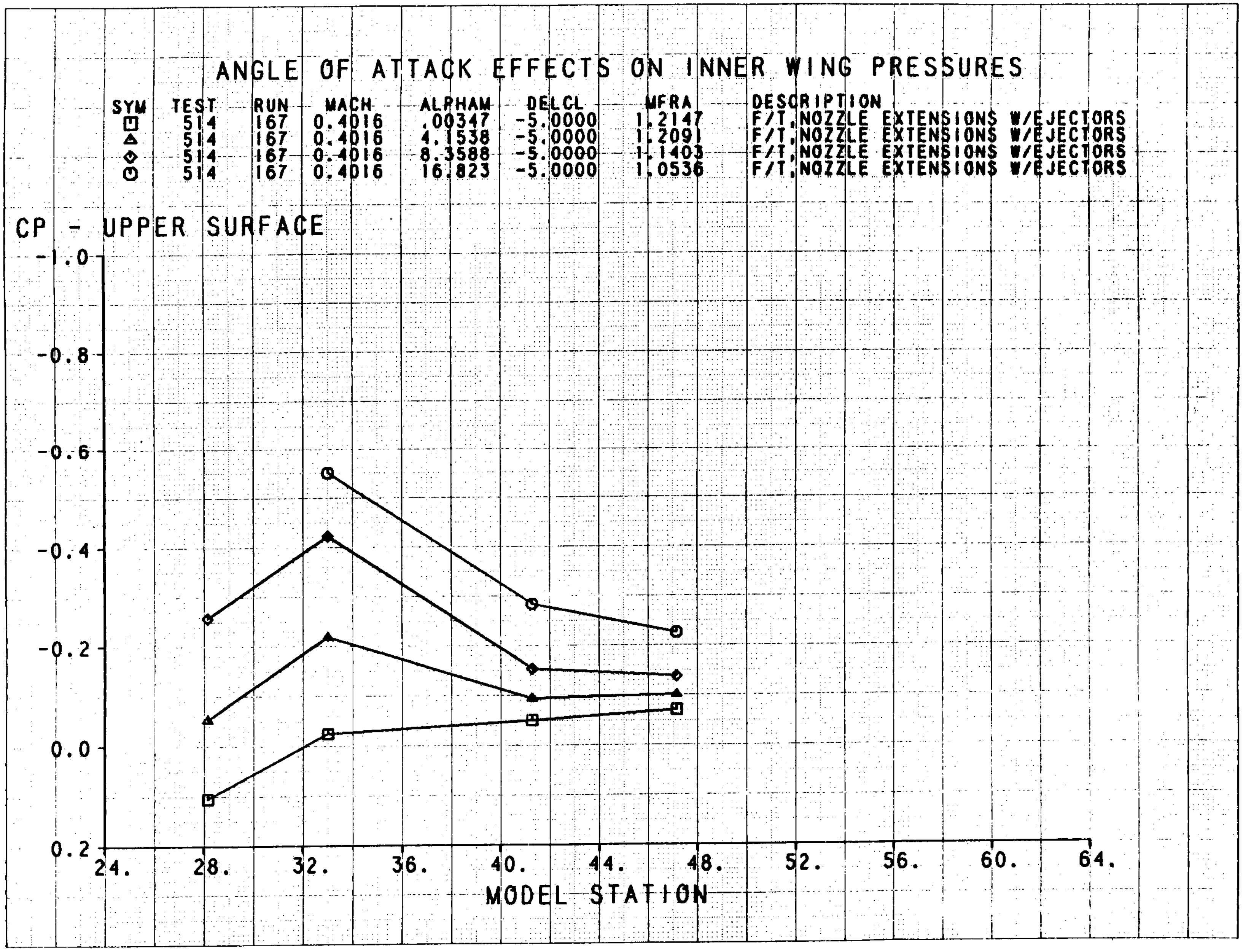
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 167 0.4016 .00347 -5.0000 1.2147 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 167 0.4016 4.1538 -5.0000 1.2091 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 167 0.4016 8.3588 -5.0000 1.1403 F/T,NOZZLE EXTENSIONS W/EJECTORS
⊙ 514 167 0.4016 16.823 -5.0000 1.0536 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

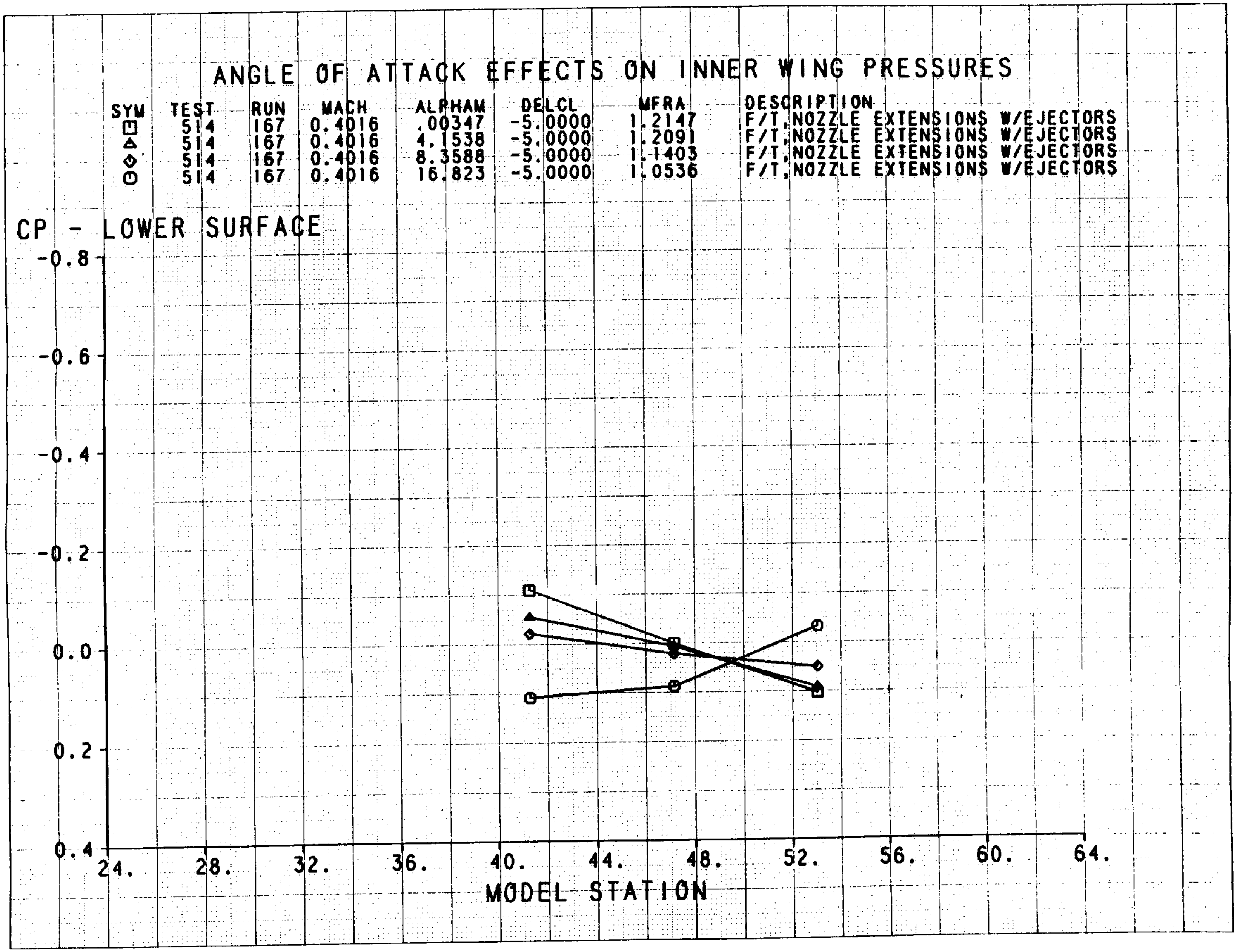

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 167 0.4016 .00347 -5.0000 1.2147 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 167 0.4016 4.1538 -5.0000 1.2091 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 167 0.4016 8.3588 -5.0000 1.1403 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 167 0.4016 16.823 -5.0000 1.0536 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 167 0.4016 .00347 -5.0000 1.2147 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 167 0.4016 4.1538 -5.0000 1.2091 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 167 0.4016 8.3588 -5.0000 1.1403 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 167 0.4016 16.823 -5.0000 1.0536 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

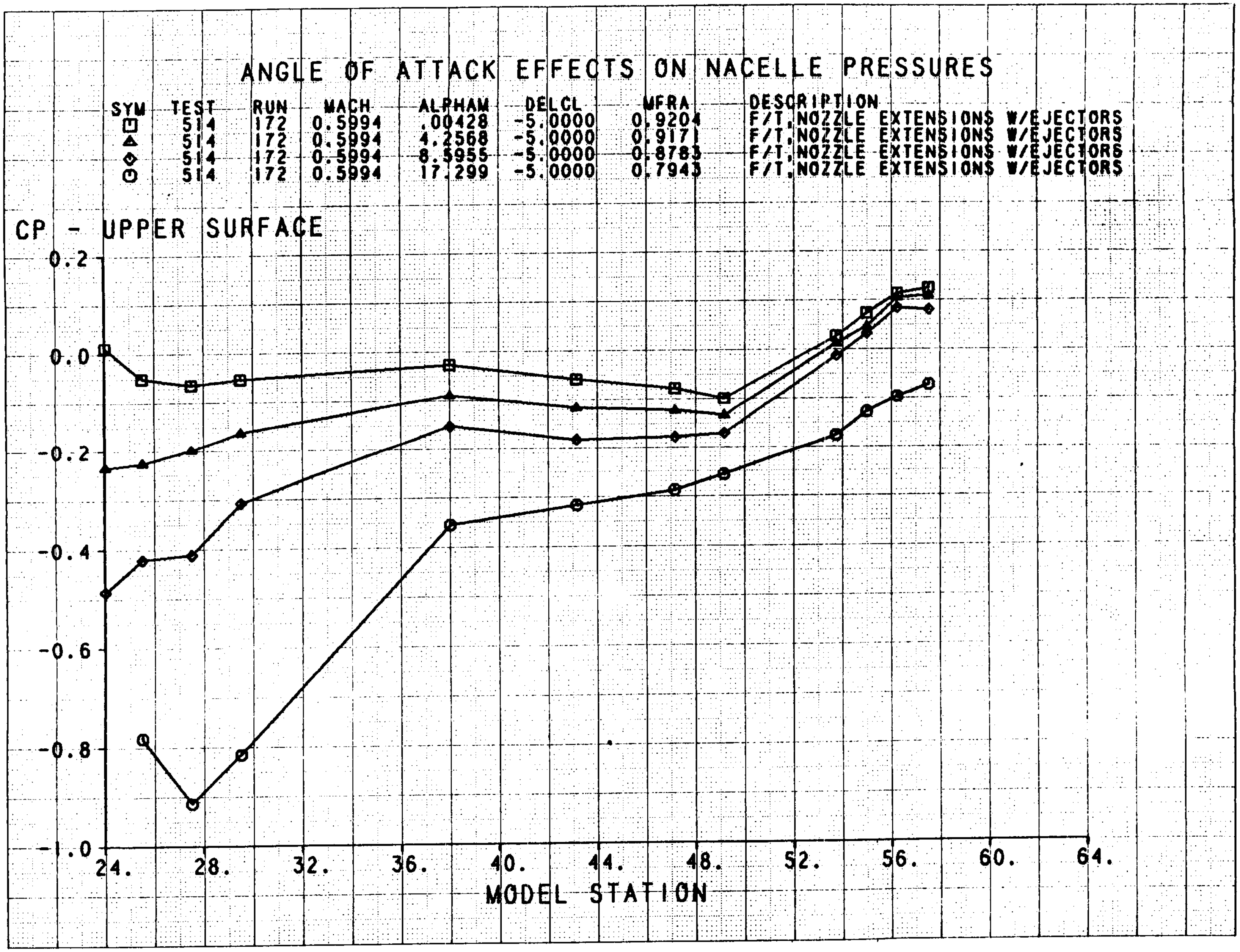


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 167 0.4016 .00347 -5.0000 1.2147 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 4.1538 -5.0000 1.2091 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 8.3588 -5.0000 1.1403 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 16.823 -5.0000 1.0536 F/T,NOZZLE EXTENSIONS W/EJECTORS
LOWER SURFACE
CP
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

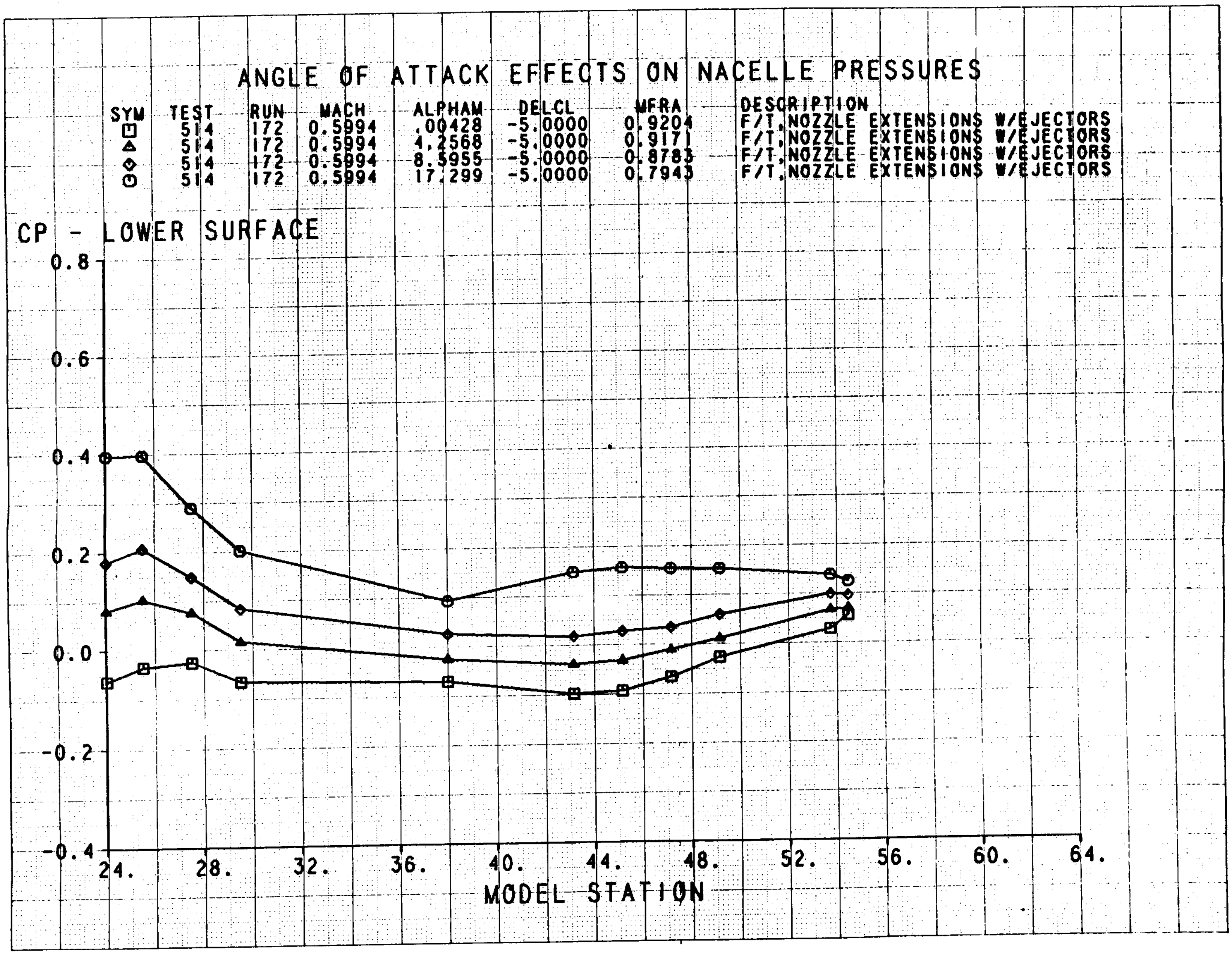

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 167 0.4016 .00347 -5.0000 1.2147 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 4.1538 -5.0000 1.2091 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 8.3588 -5.0000 1.1403 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 167 0.4016 16.823 -5.0000 1.0536 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

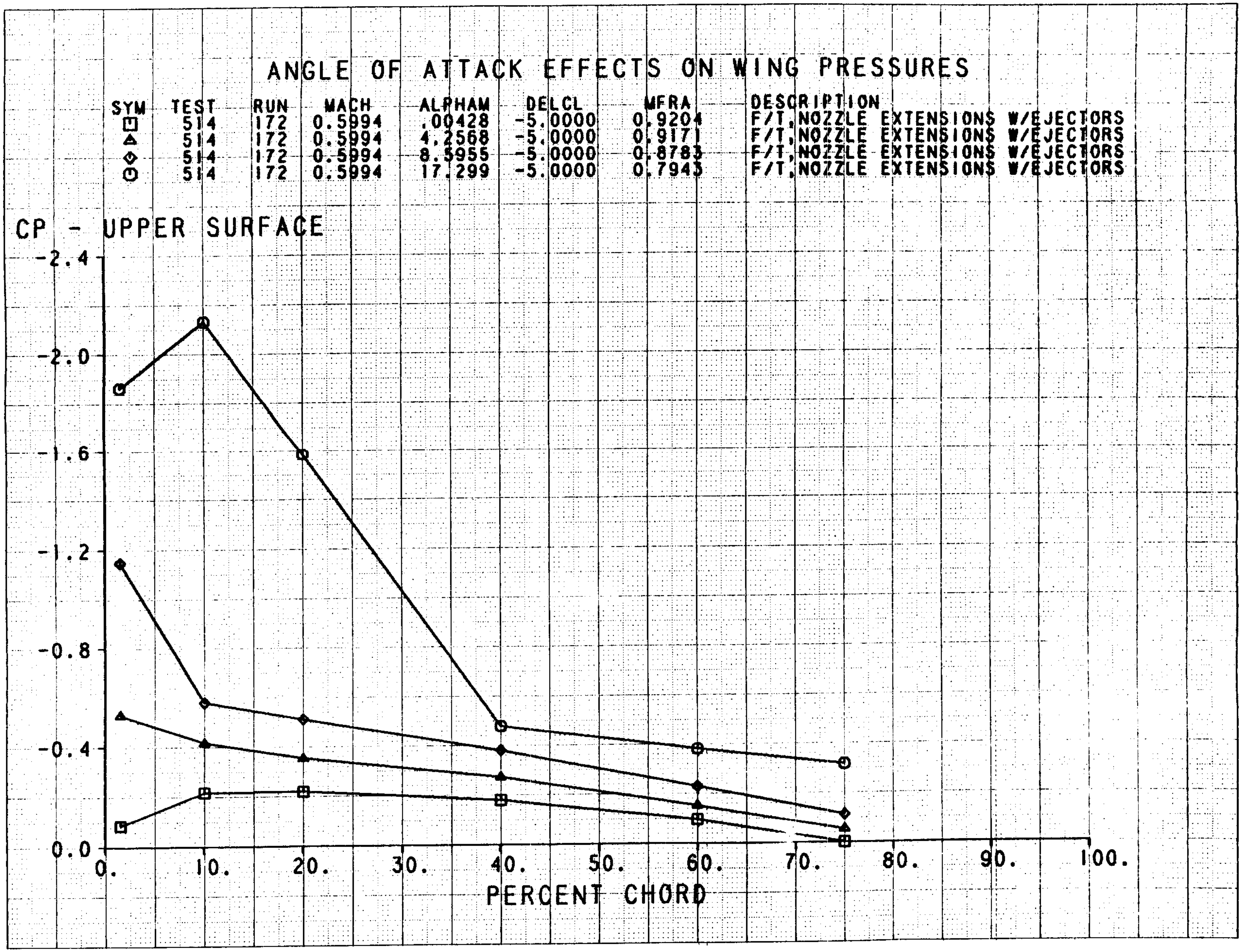


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 167 0.4016 .00347 -5.0000 1.2147 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 167 0.4016 4.1538 -5.0000 1.2091 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 167 0.4016 8.3588 -5.0000 1.1403 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 167 0.4016 16.823 -5.0000 1.0536 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

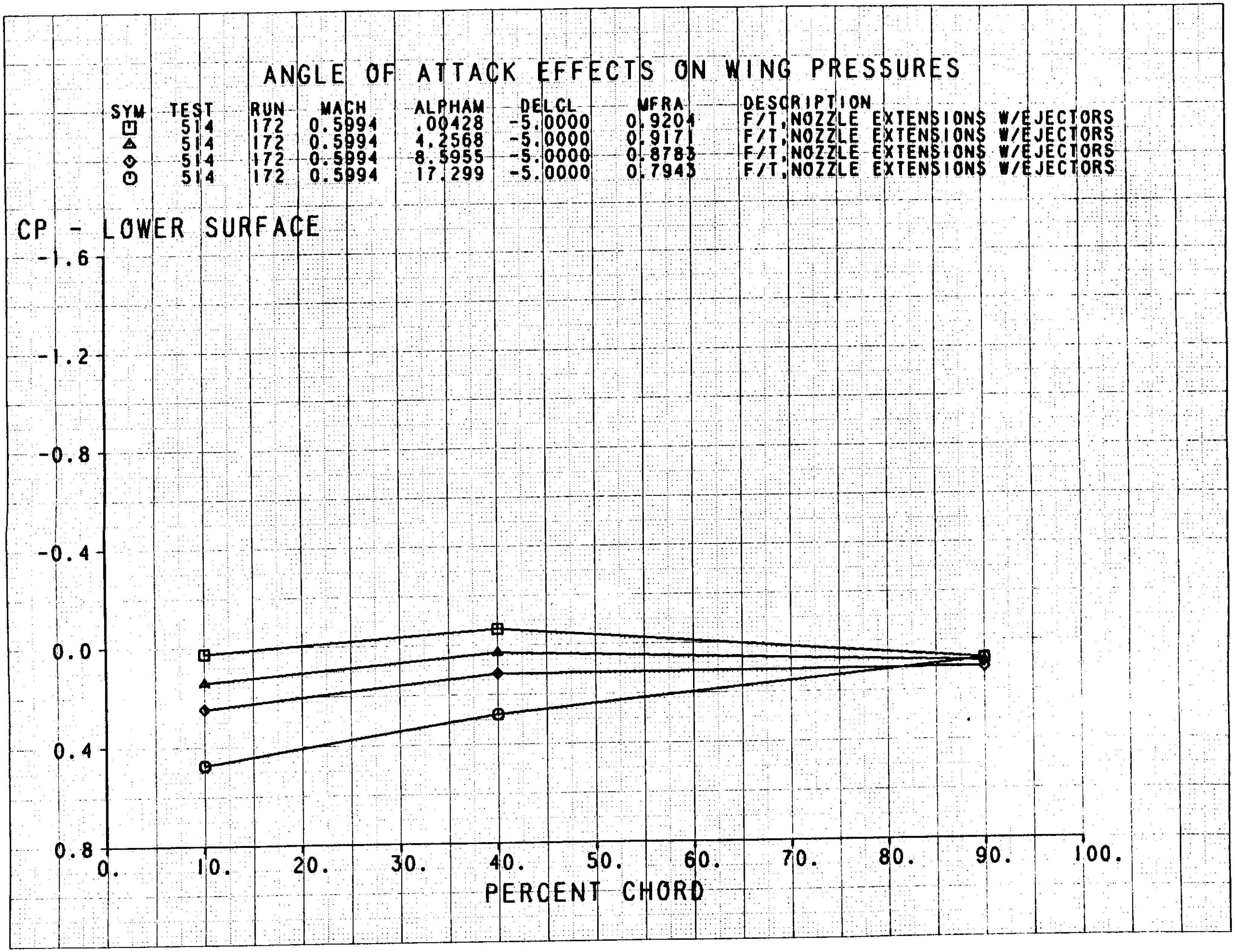


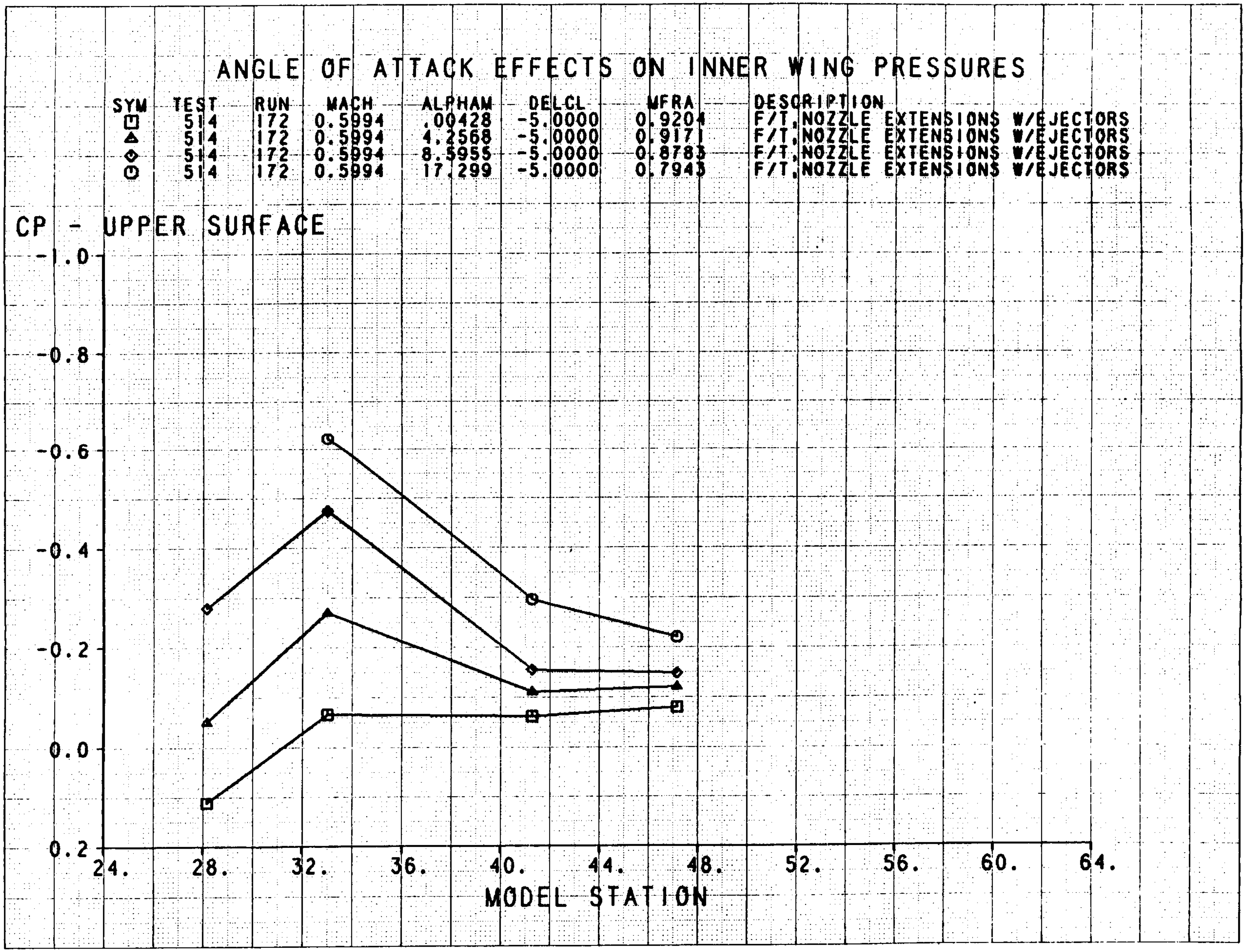
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 4.2568 -5.0000 0.9171 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 8.5955 -5.0000 0.8783 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 17.299 -5.0000 0.7943 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 172 0.5994 4.2568 -5.0000 0.9171 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 172 0.5994 8.5955 -5.0000 0.8783 F/T,NOZZLE EXTENSIONS W/EJECTORS
⊙ 514 172 0.5994 17.299 -5.0000 0.7943 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

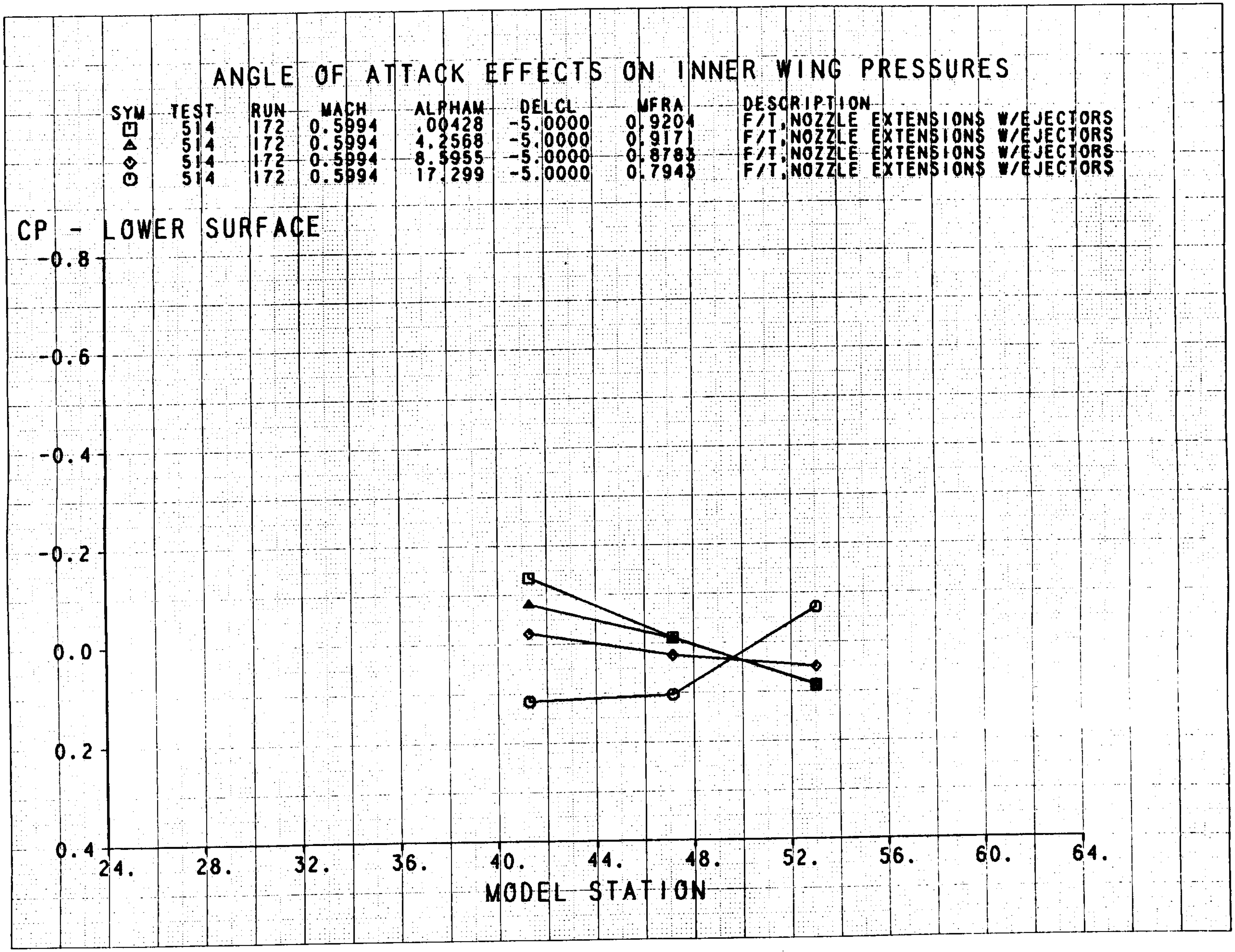


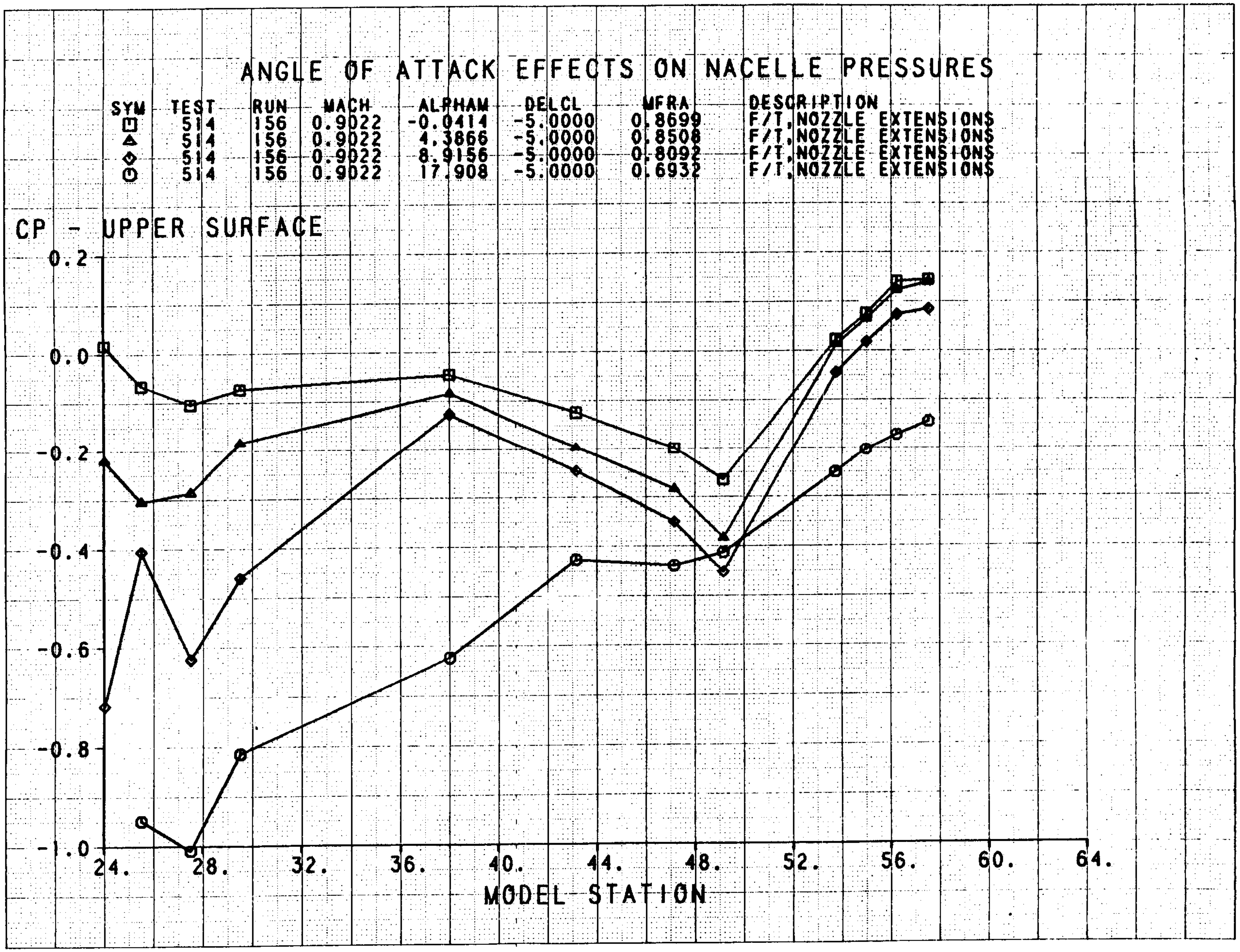
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 4.2568 -5.0000 0.9171 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 8.5955 -5.0000 0.8783 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 17.299 -5.0000 0.7943 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

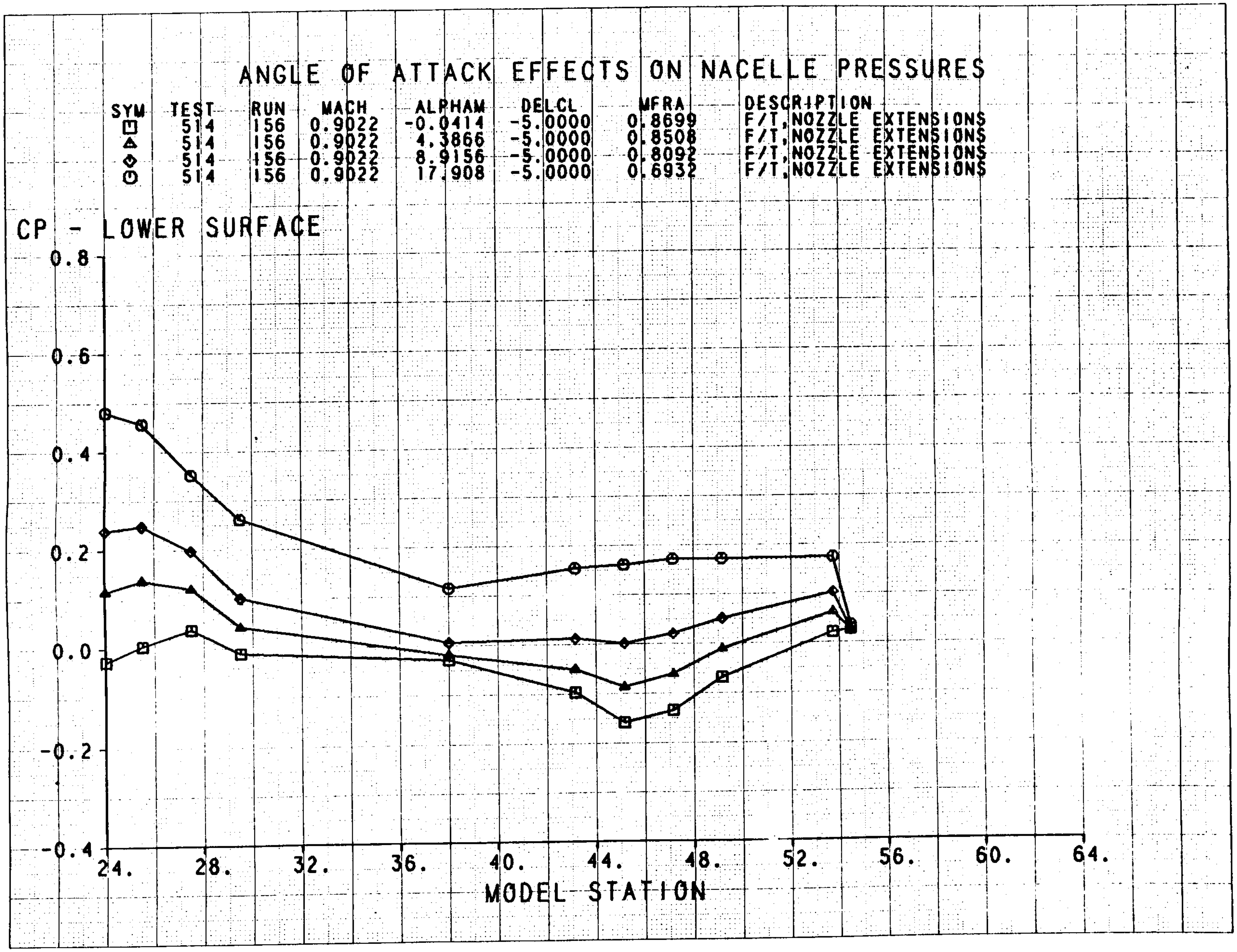

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 4.2568 -5.0000 0.9171 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 8.5955 -5.0000 0.8783 F/T,NOZZLE EXTENSIONS W/EJECTORS
514 172 0.5994 17.299 -5.0000 0.7943 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD

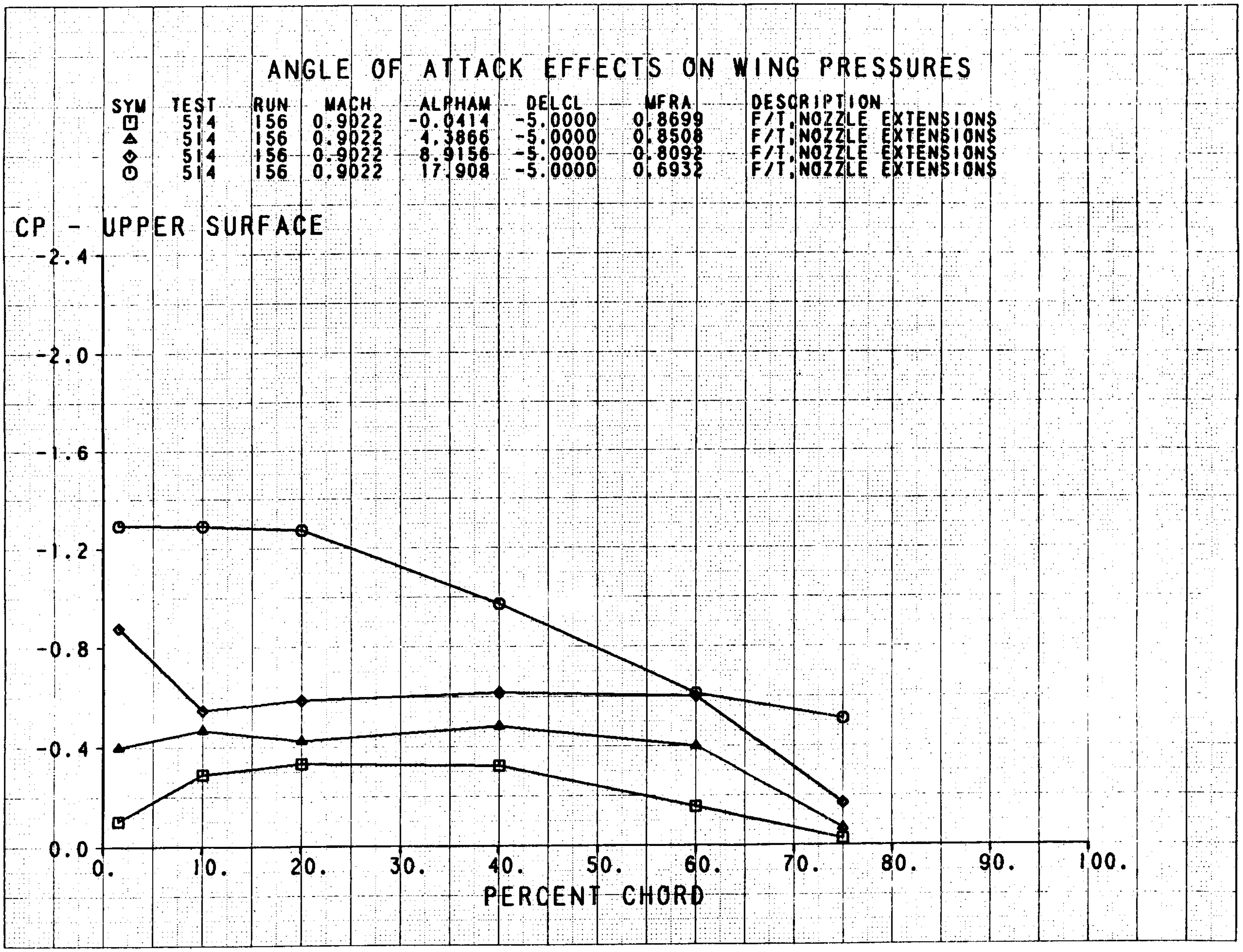


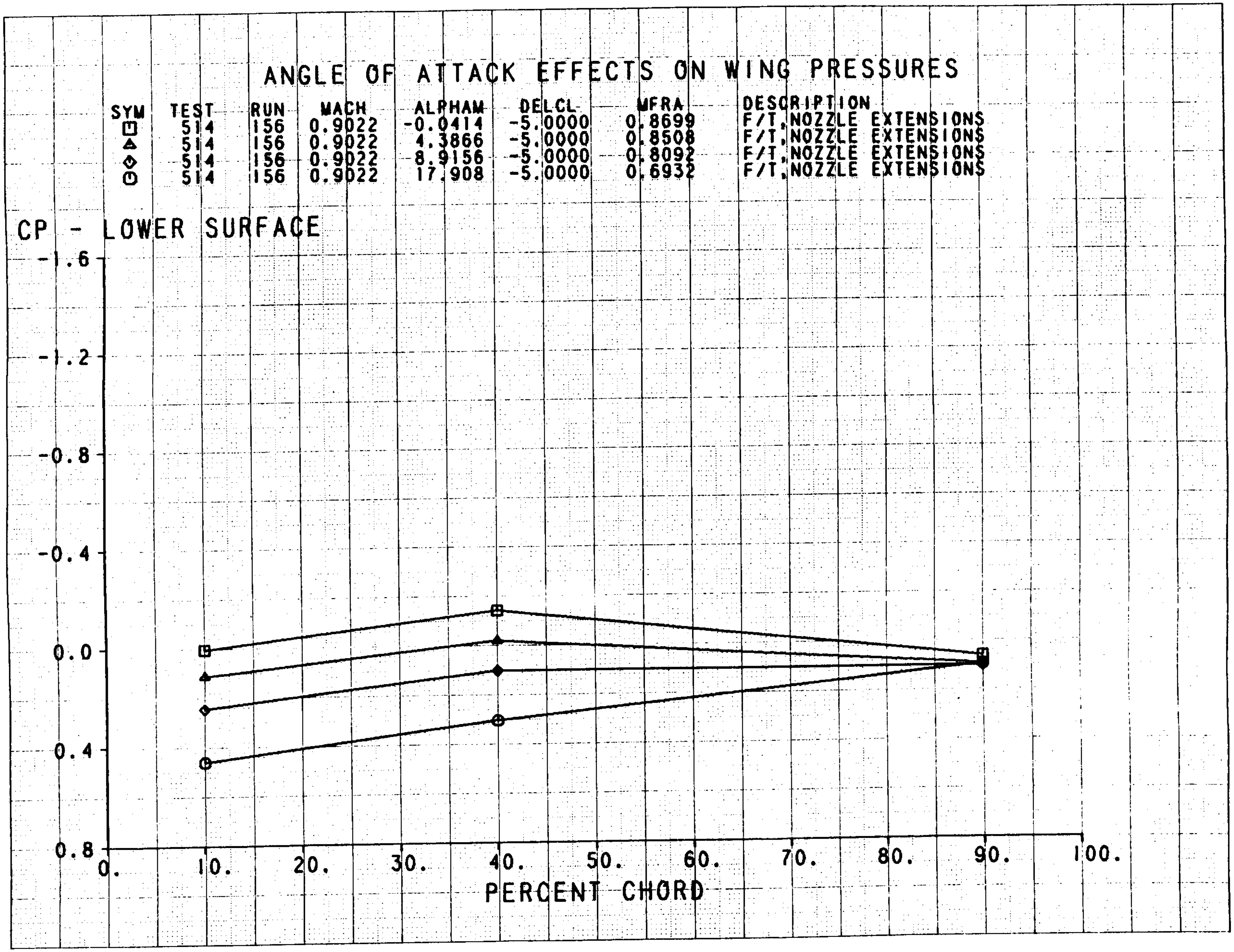
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 172 0.5994 4.2568 -5.0000 0.9171 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 172 0.5994 8.5955 -5.0000 0.8783 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 172 0.5994 17.299 -5.0000 0.7943 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

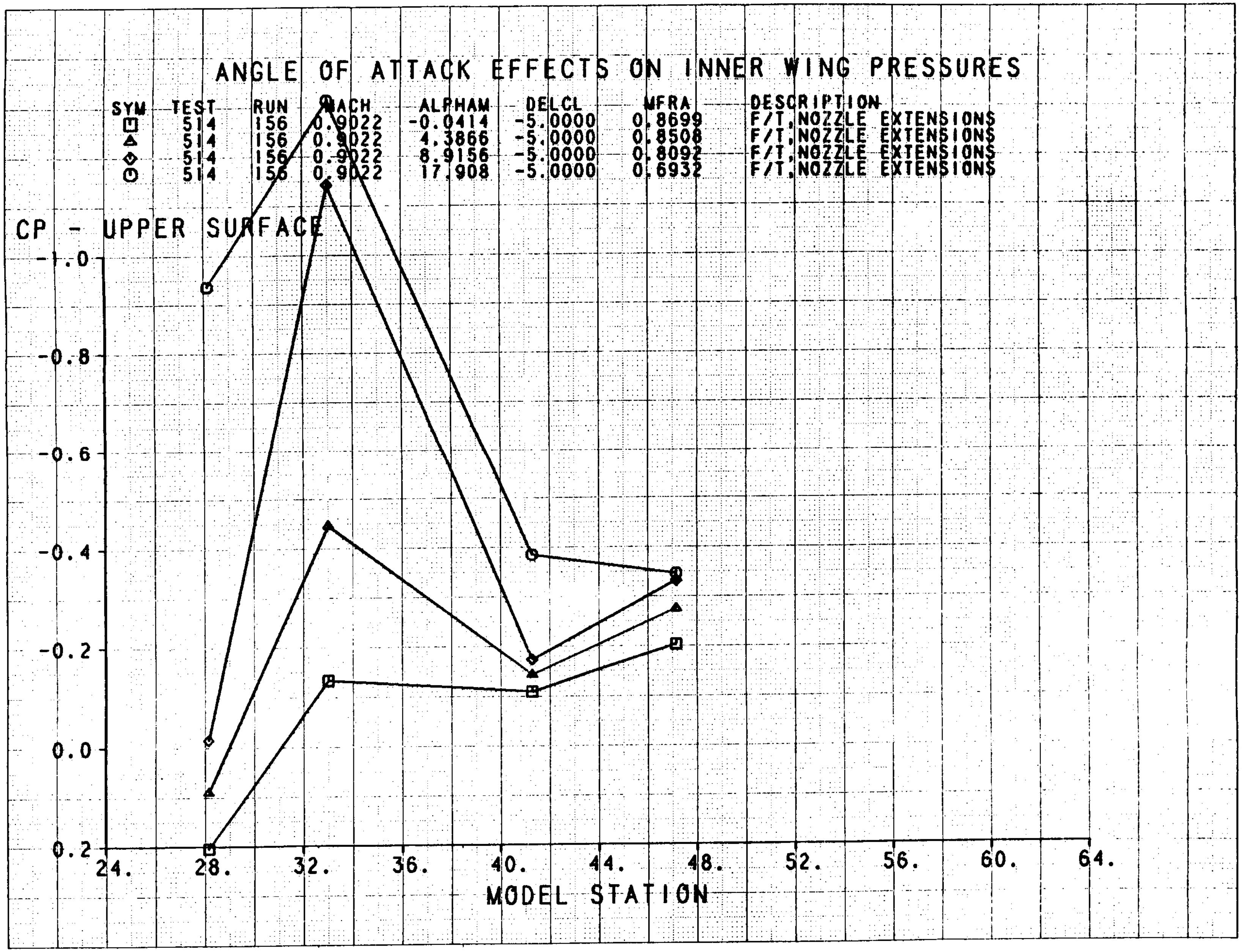

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 172 0.5994 .00428 -5.0000 0.9204 F/T,NOZZLE EXTENSIONS W/EJECTORS
△ 514 172 0.5994 4.2568 -5.0000 0.9171 F/T,NOZZLE EXTENSIONS W/EJECTORS
◇ 514 172 0.5994 8.5955 -5.0000 0.8783 F/T,NOZZLE EXTENSIONS W/EJECTORS
○ 514 172 0.5994 17.299 -5.0000 0.7943 F/T,NOZZLE EXTENSIONS W/EJECTORS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

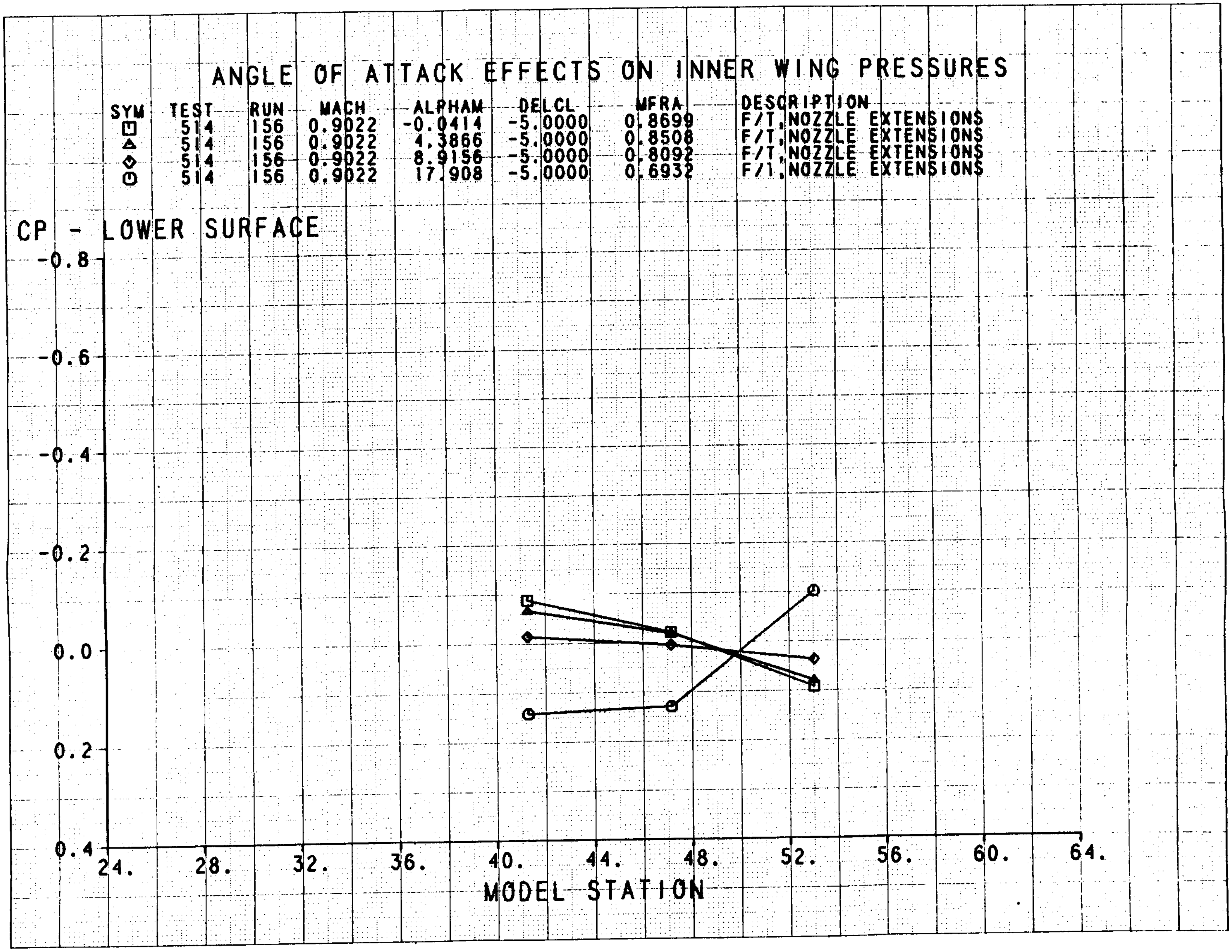

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 4.3866 -5.0000 0.8508 F/T,NOZZLE EXTENSIONS
◇ 514 156 0.9022 8.9156 -5.0000 0.8092 F/T,NOZZLE EXTENSIONS
○ 514 156 0.9022 17.908 -5.0000 0.6932 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 4.3866 -5.0000 0.8508 F/T,NOZZLE EXTENSIONS
◇ 514 156 0.9022 8.9156 -5.0000 0.8092 F/T,NOZZLE EXTENSIONS
○ 514 156 0.9022 17.908 -5.0000 0.6932 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

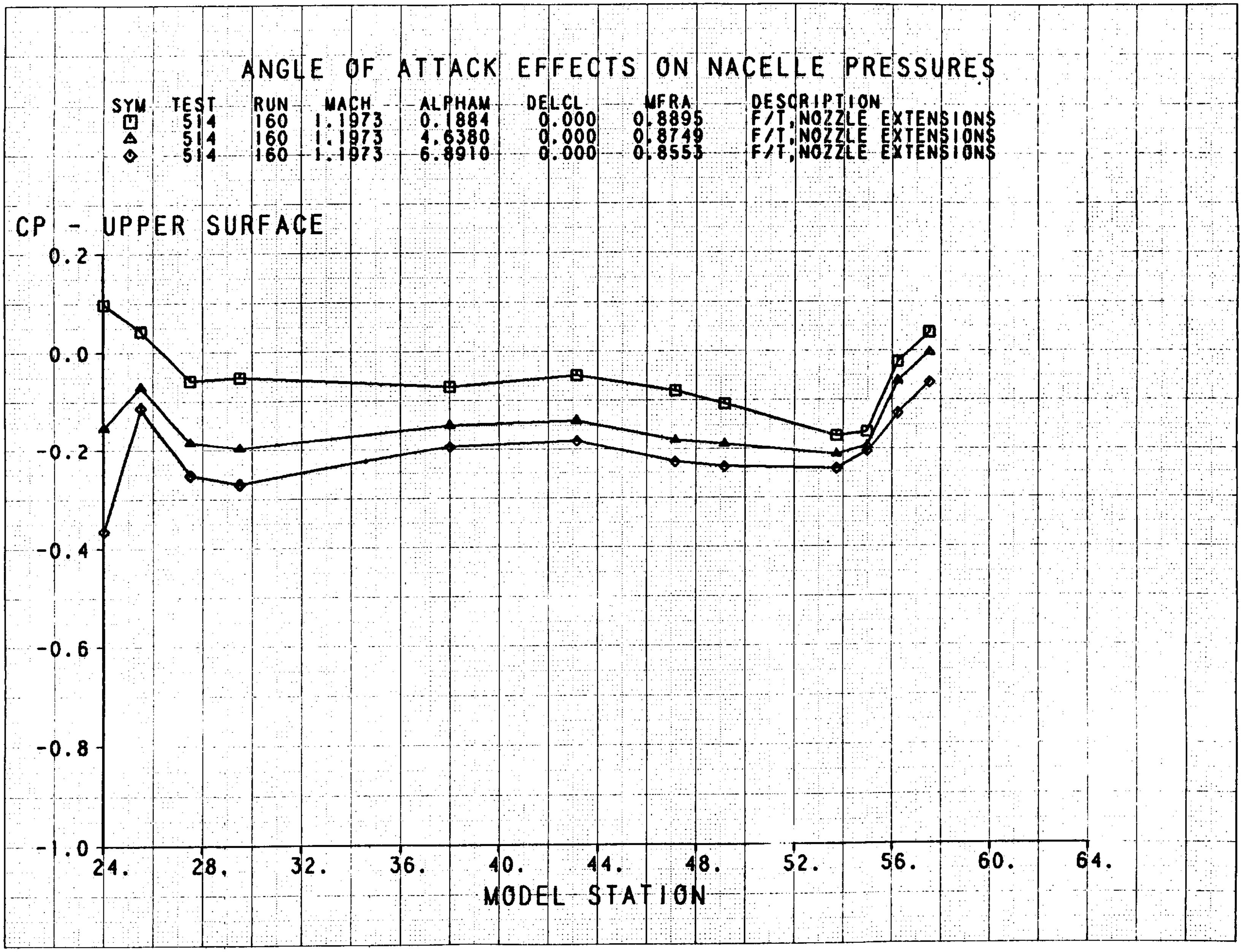

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 4.3866 -5.0000 0.8508 F/T,NOZZLE EXTENSIONS
◇ 514 156 0.9022 8.9156 -5.0000 0.8092 F/T,NOZZLE EXTENSIONS
○ 514 156 0.9022 17.908 -5.0000 0.6932 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

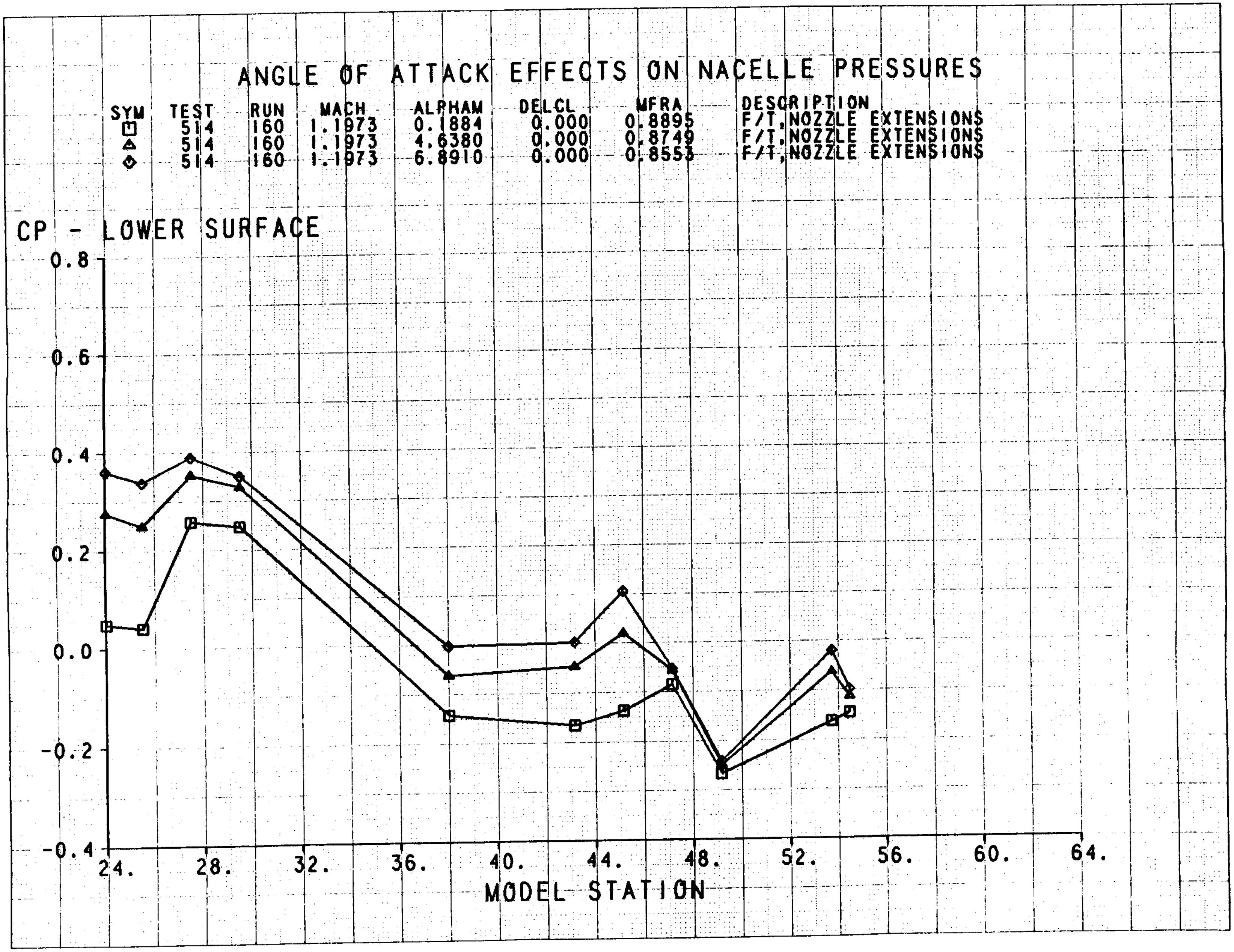

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
514 156 0.9022 4.3866 -5.0000 0.8508 F/T,NOZZLE EXTENSIONS
514 156 0.9022 8.9156 -5.0000 0.8092 F/T,NOZZLE EXTENSIONS
514 156 0.9022 17.908 -5.0000 0.6932 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

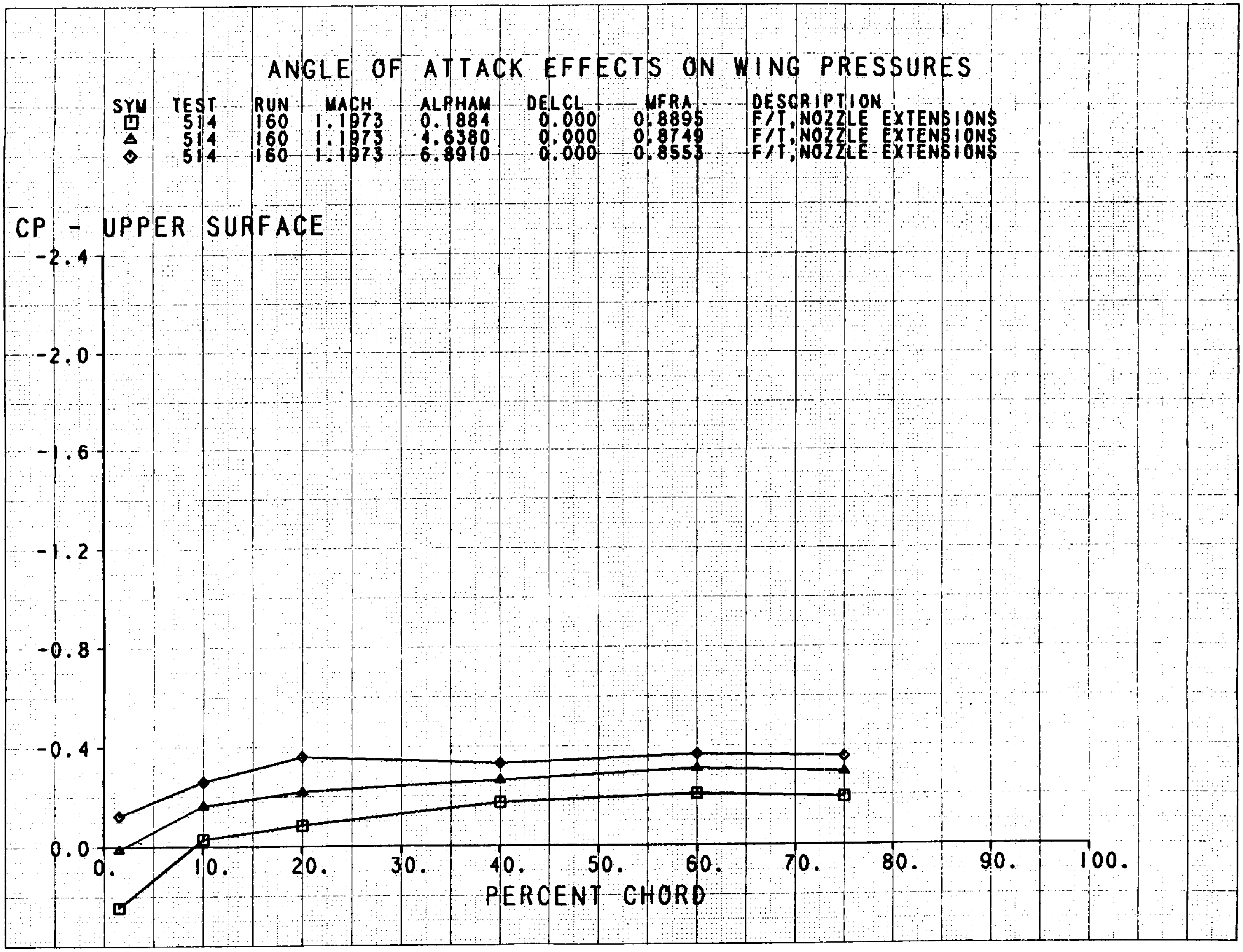

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
△ 514 156 0.9022 4.3866 -5.0000 0.8508 F/T,NOZZLE EXTENSIONS
◇ 514 156 0.9022 8.9156 -5.0000 0.8092 F/T,NOZZLE EXTENSIONS
○ 514 156 0.9022 17.908 -5.0000 0.6932 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 156 0.9022 -0.0414 -5.0000 0.8699 F/T,NOZZLE EXTENSIONS
514 156 0.9022 4.3866 -5.0000 0.8508 F/T,NOZZLE EXTENSIONS
514 156 0.9022 8.9156 -5.0000 0.8092 F/T,NOZZLE EXTENSIONS
514 156 0.9022 17.908 -5.0000 0.6932 F/1,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
△ 514 160 1.1973 4.6380 0.000 0.8749 F/T,NOZZLE EXTENSIONS
◇ 514 160 1.1973 6.8910 0.000 0.8553 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

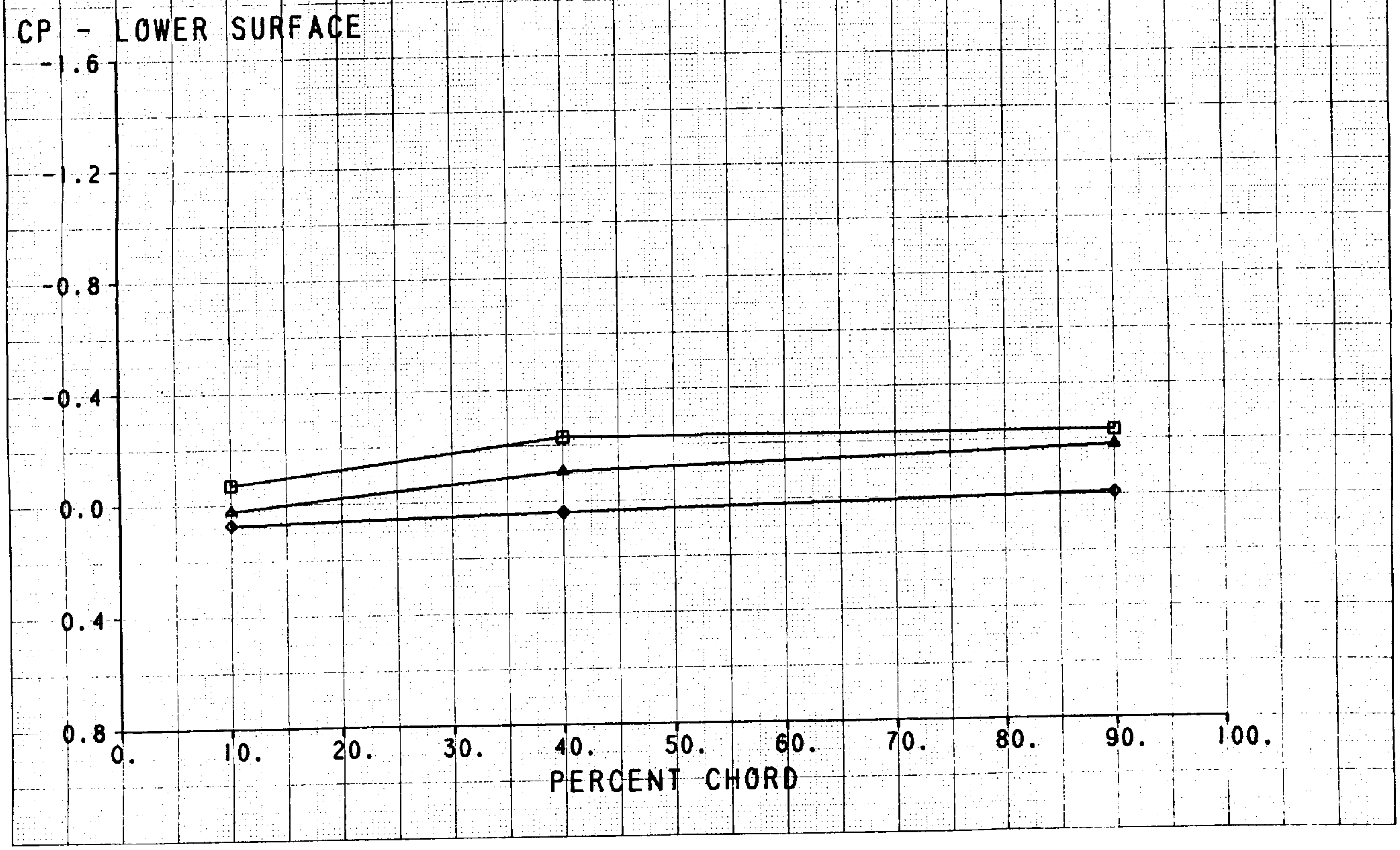

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
△ 514 160 1.1973 4.6380 0.000 0.8749 F/T,NOZZLE EXTENSIONS
◇ 514 160 1.1973 6.8910 0.000 0.8553 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

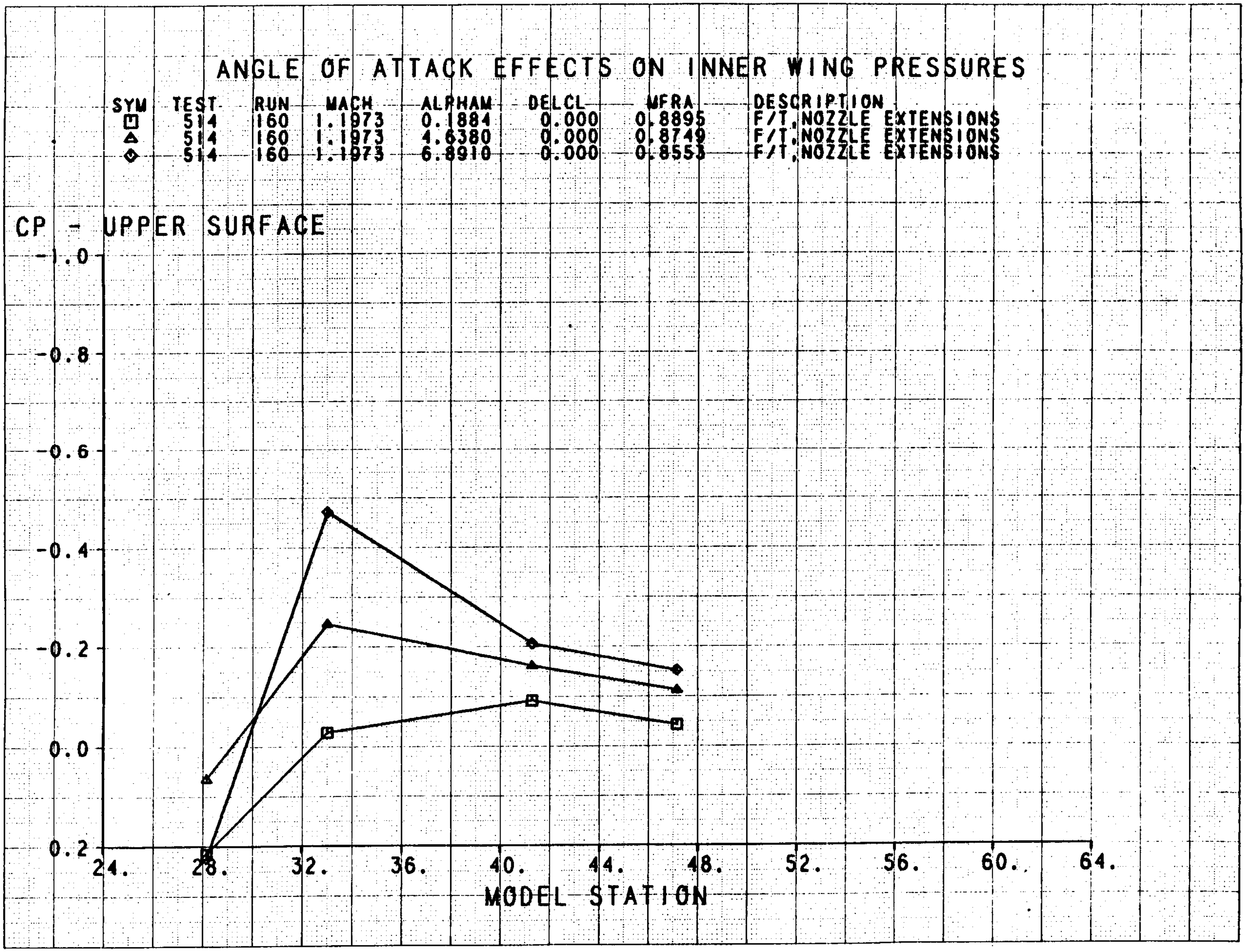


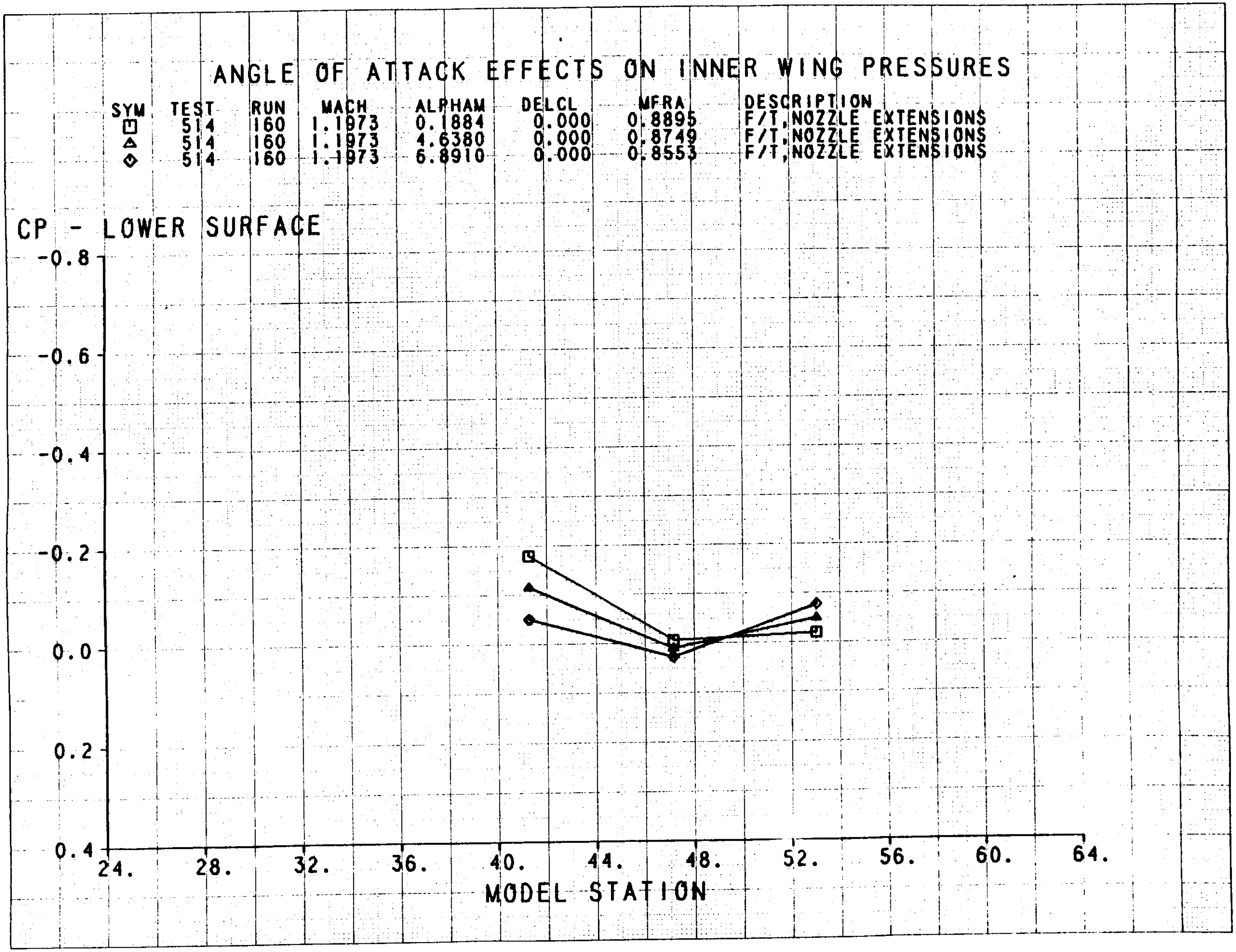
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
514 160 1.1973 4.6380 0.000 0.8749 F/T,NOZZLE EXTENSIONS
514 160 1.1973 6.8910 0.000 0.8553 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD

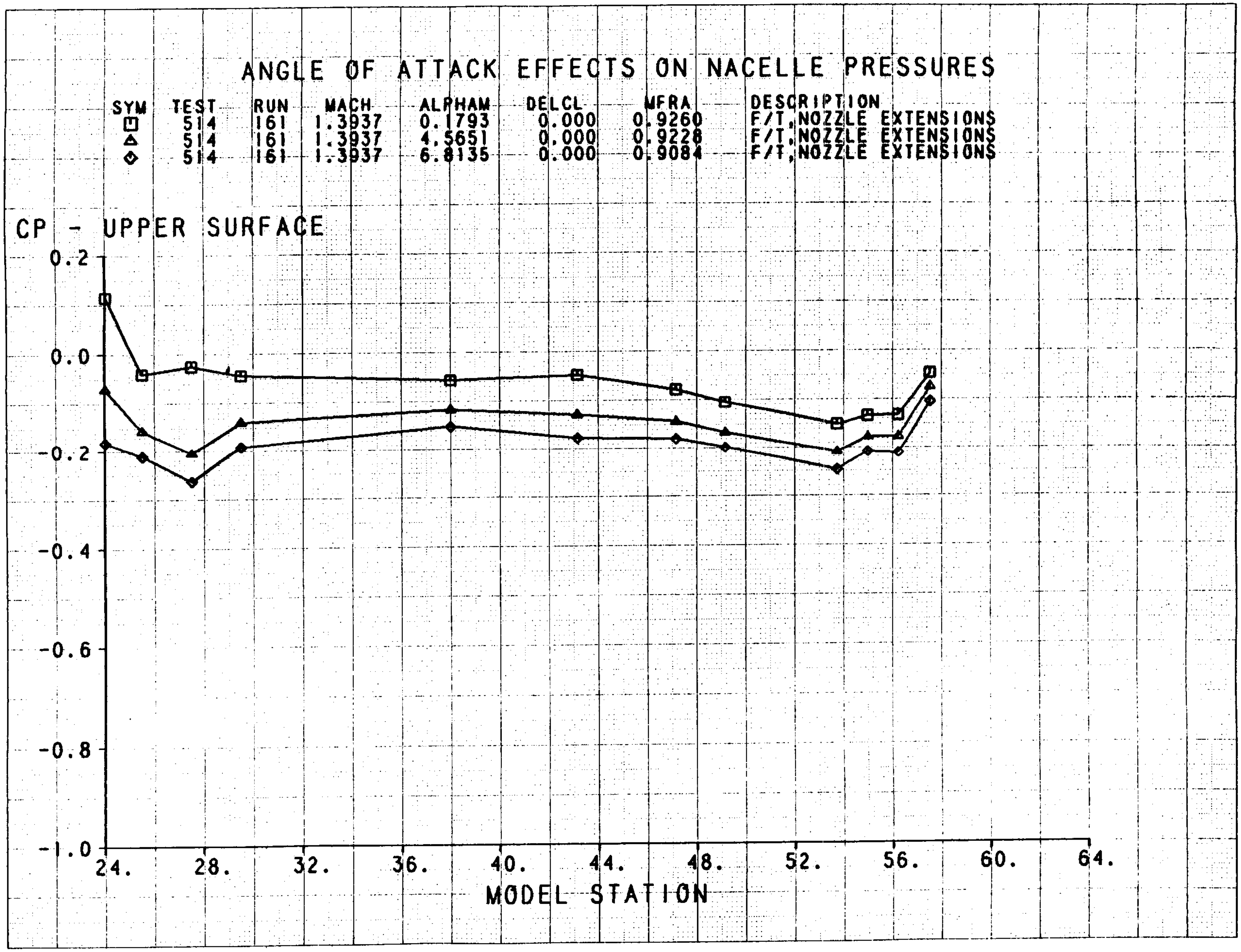
ANGLE OF ATTACK EFFECTS ON WING PRESSURES

SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	DESCRIPTION
□	514	160	1.1973	0.1884	0.000	0.8895	F/T,NOZZLE EXTENSIONS
△	514	160	1.1973	4.6380	0.000	0.8749	F/T,NOZZLE EXTENSIONS
◇	514	160	1.1973	6.8910	0.000	0.8553	F/T,NOZZLE EXTENSIONS

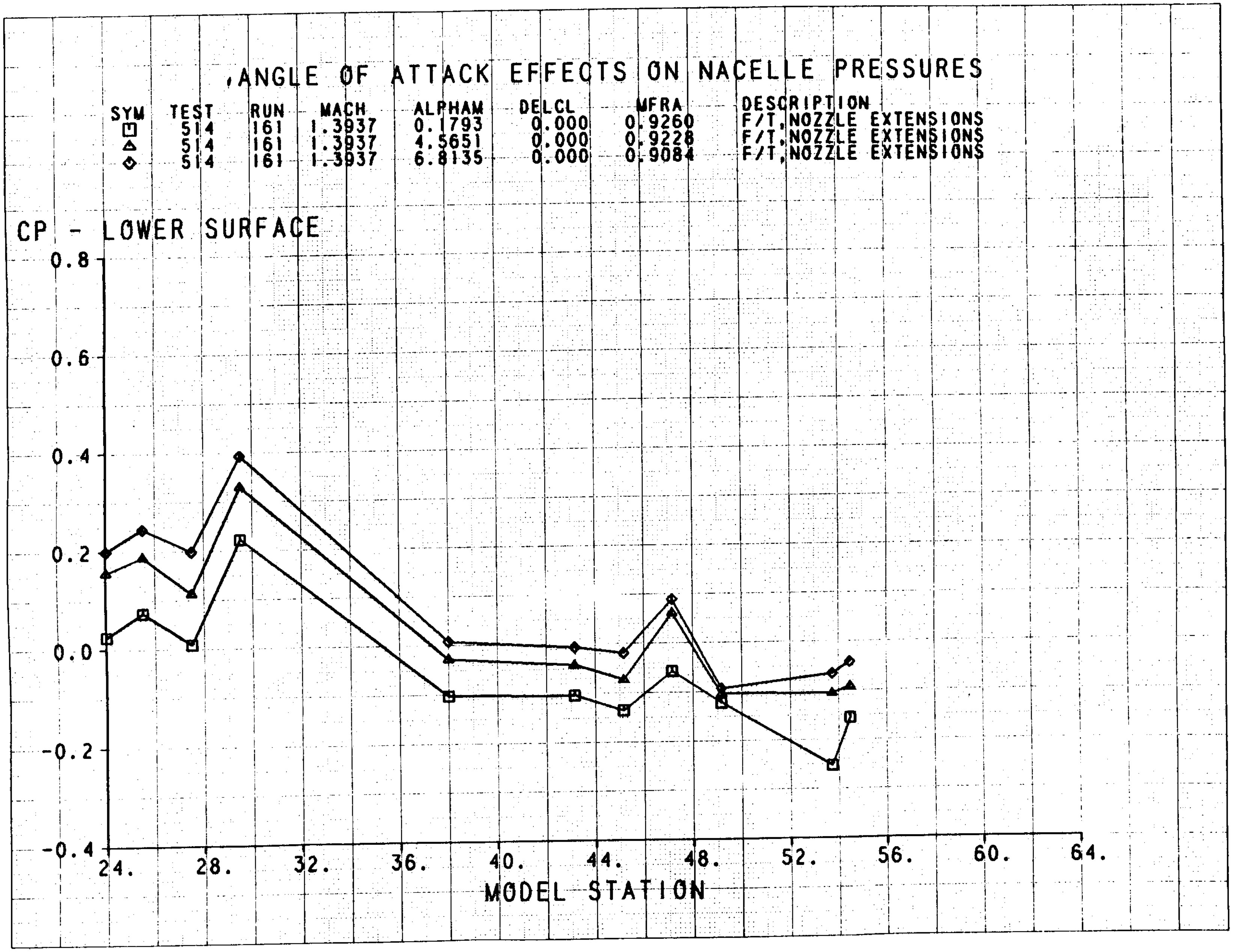


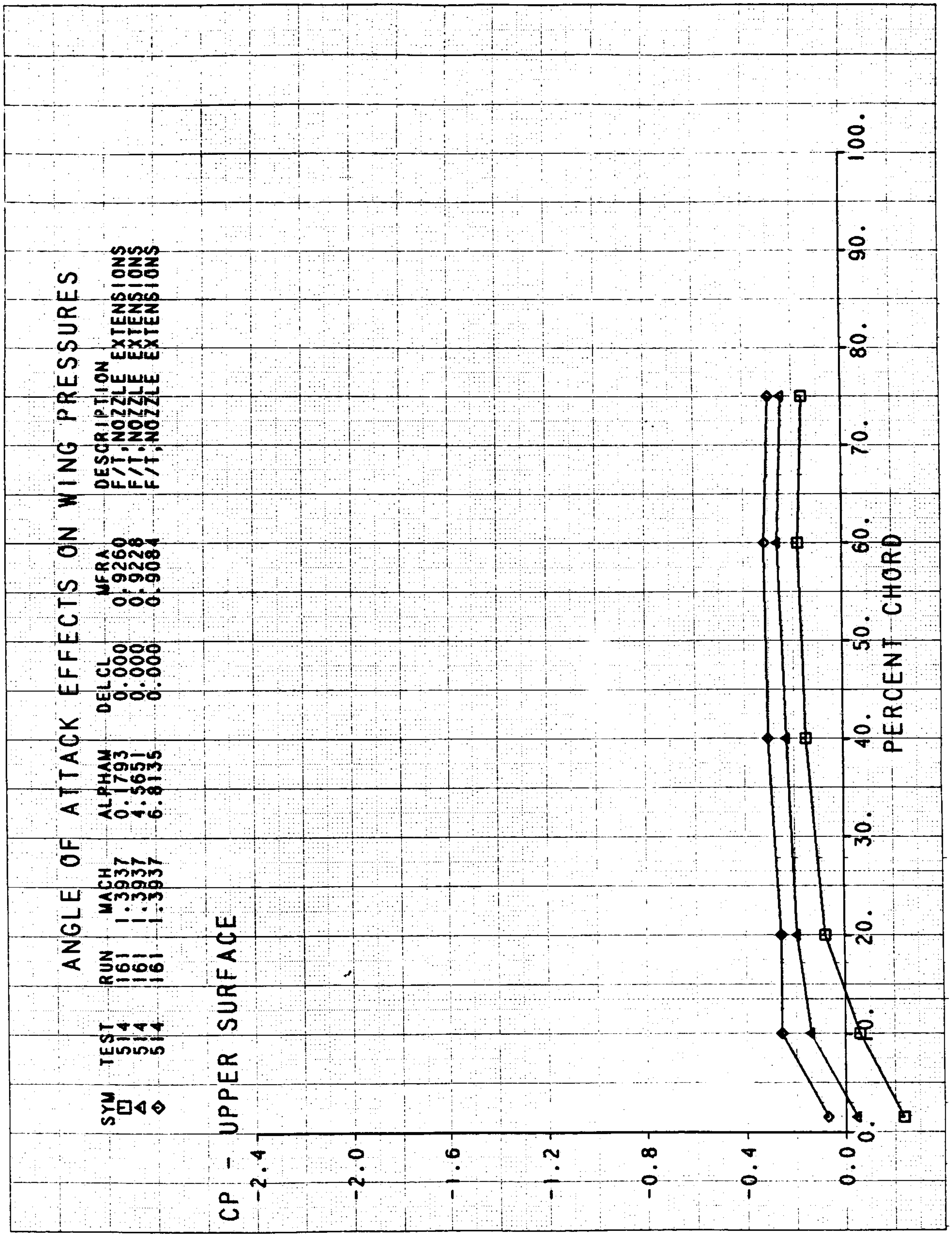

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
514 160 1.1973 4.6380 0.000 0.8749 F/T,NOZZLE EXTENSIONS
514 160 1.1973 6.8910 0.000 0.8553 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

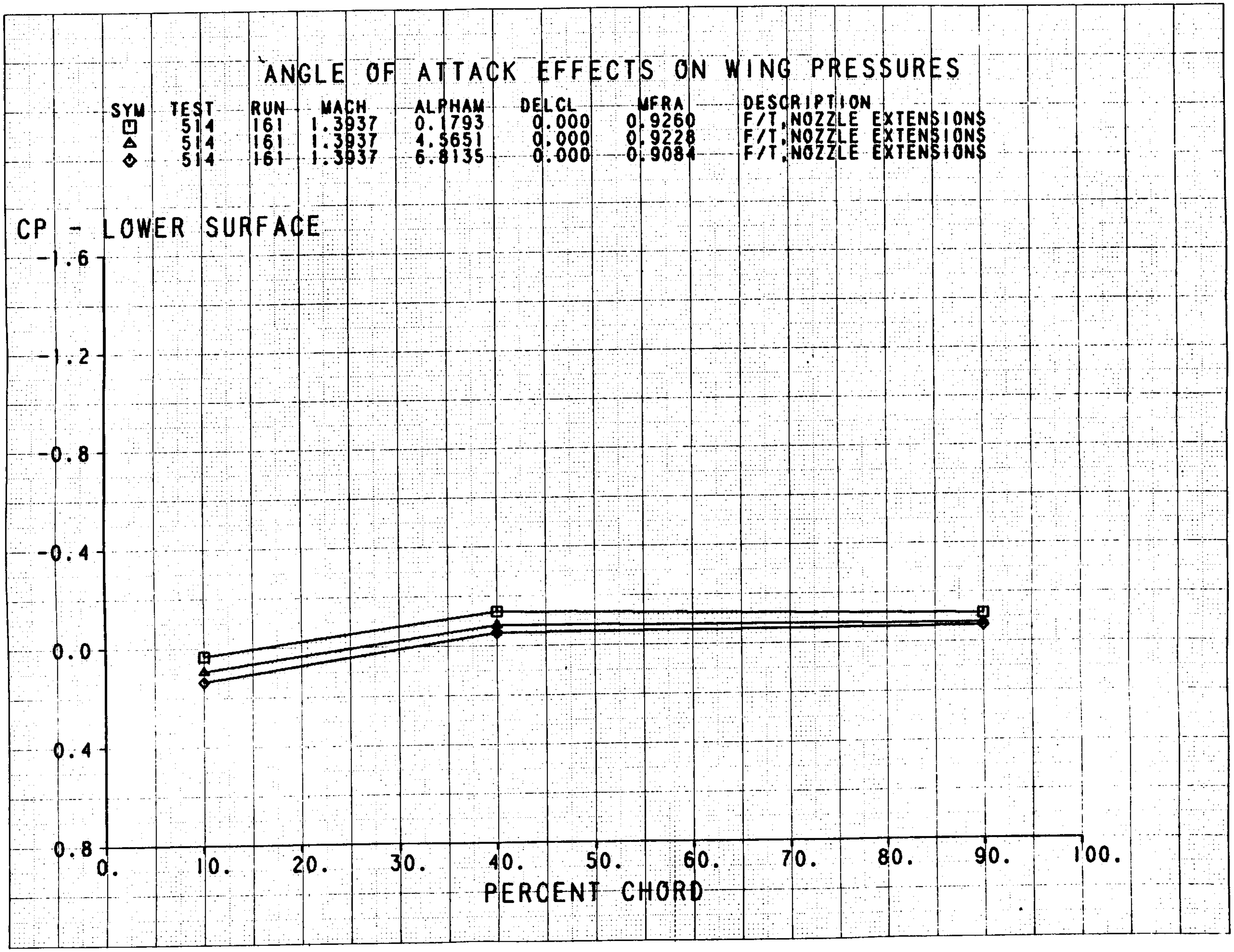

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 160 1.1973 0.1884 0.000 0.8895 F/T,NOZZLE EXTENSIONS
△ 514 160 1.1973 4.6380 0.000 0.8749 F/T,NOZZLE EXTENSIONS
◇ 514 160 1.1973 6.8910 0.000 0.8553 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

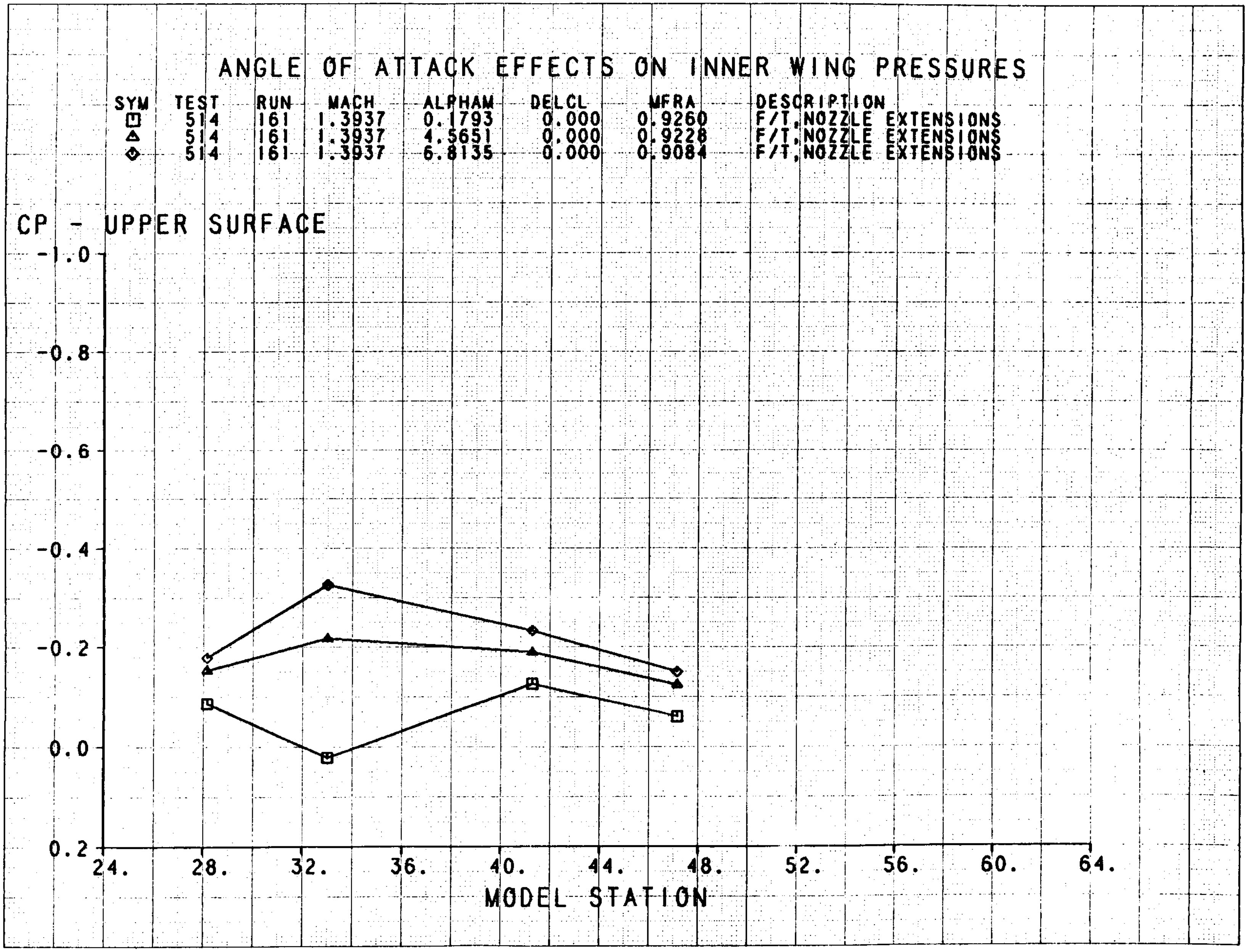


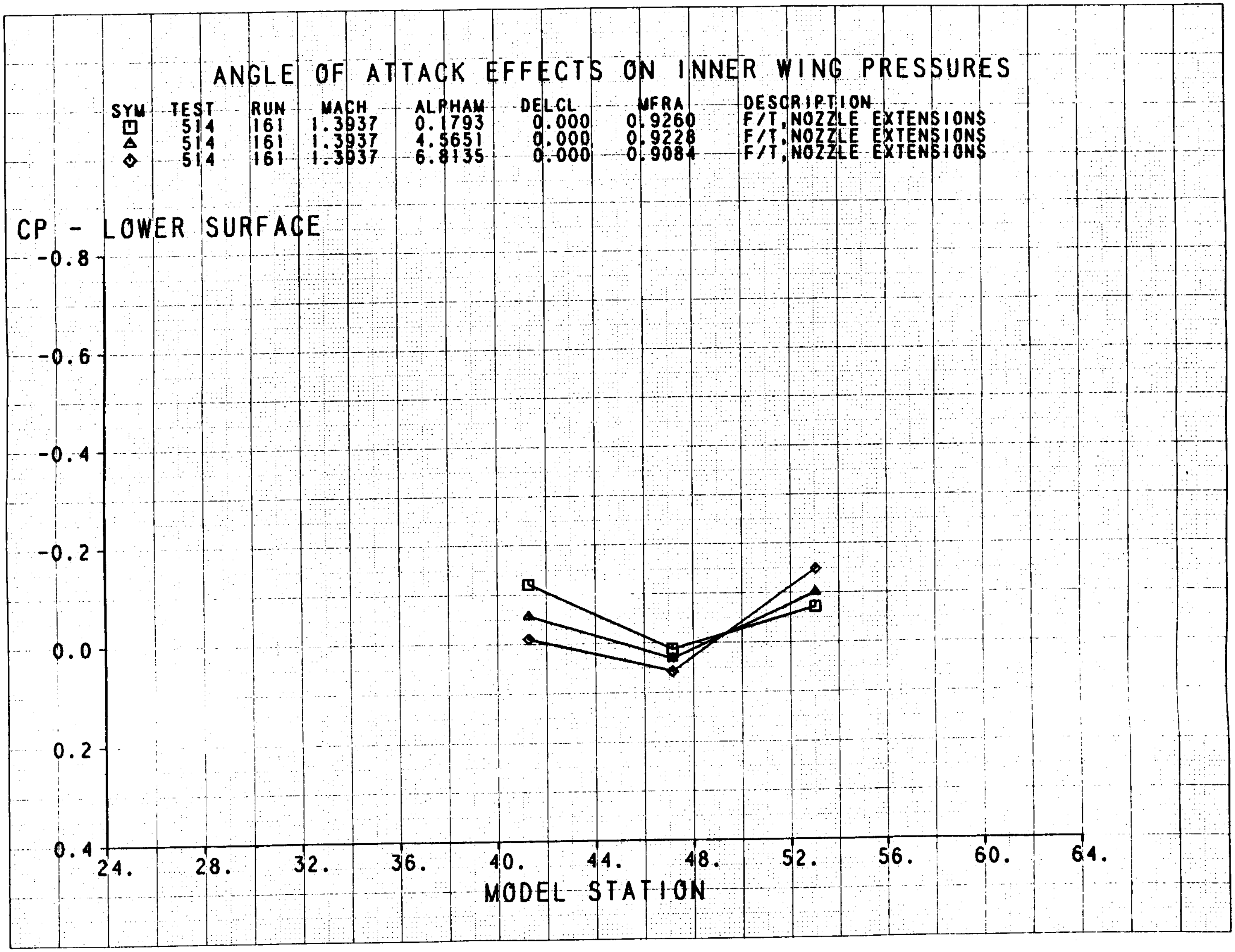
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1793 0.000 0.9260 F/T,NOZZLE EXTENSIONS
△ 514 161 1.3937 4.5651 0.000 0.9228 F/T,NOZZLE EXTENSIONS
◇ 514 161 1.3937 6.8135 0.000 0.9084 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

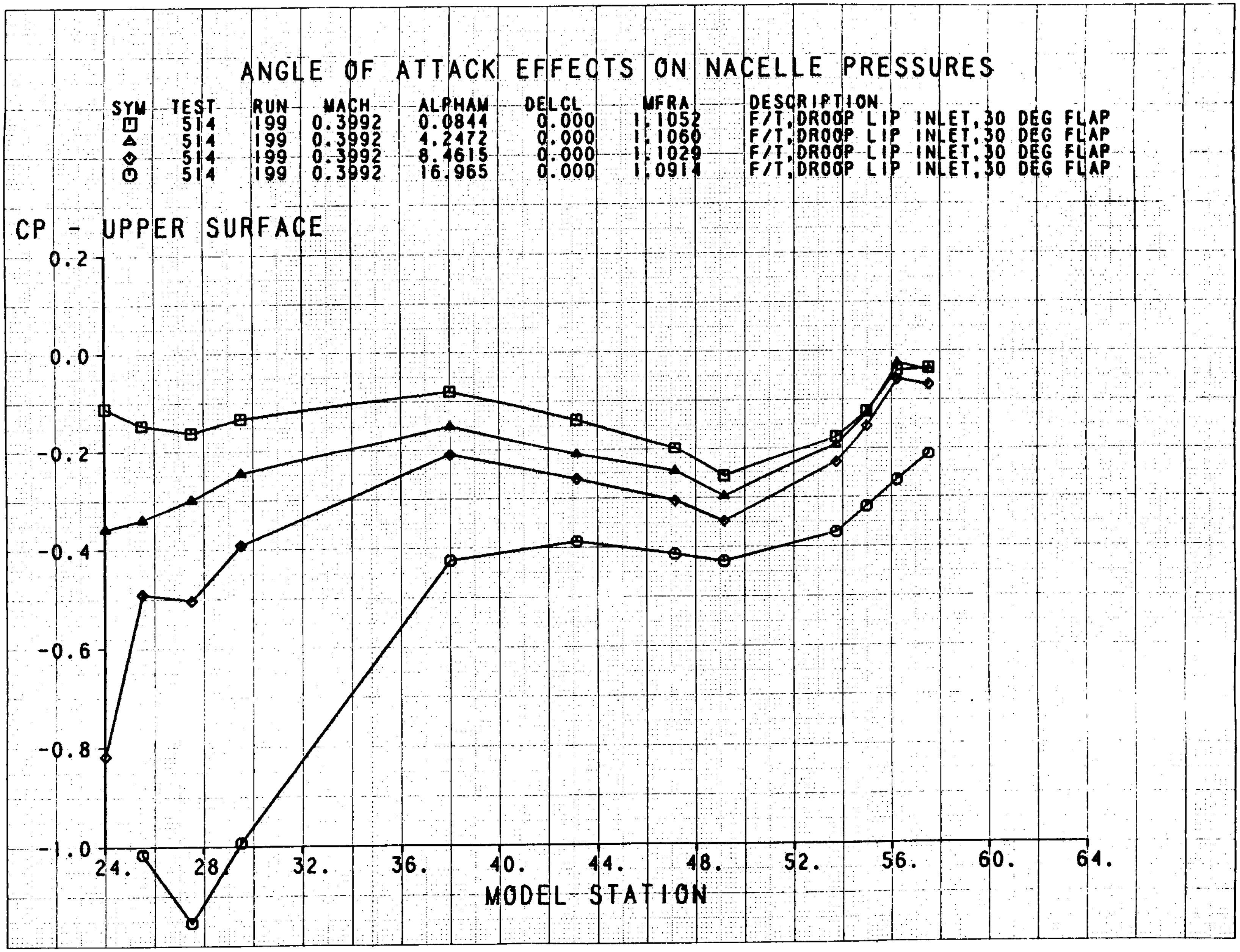

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1793 0.000 0.9260 F/T,NOZZLE EXTENSIONS
△ 514 161 1.3937 4.5651 0.000 0.9228 F/T,NOZZLE EXTENSIONS
◇ 514 161 1.3937 6.8135 0.000 0.9084 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

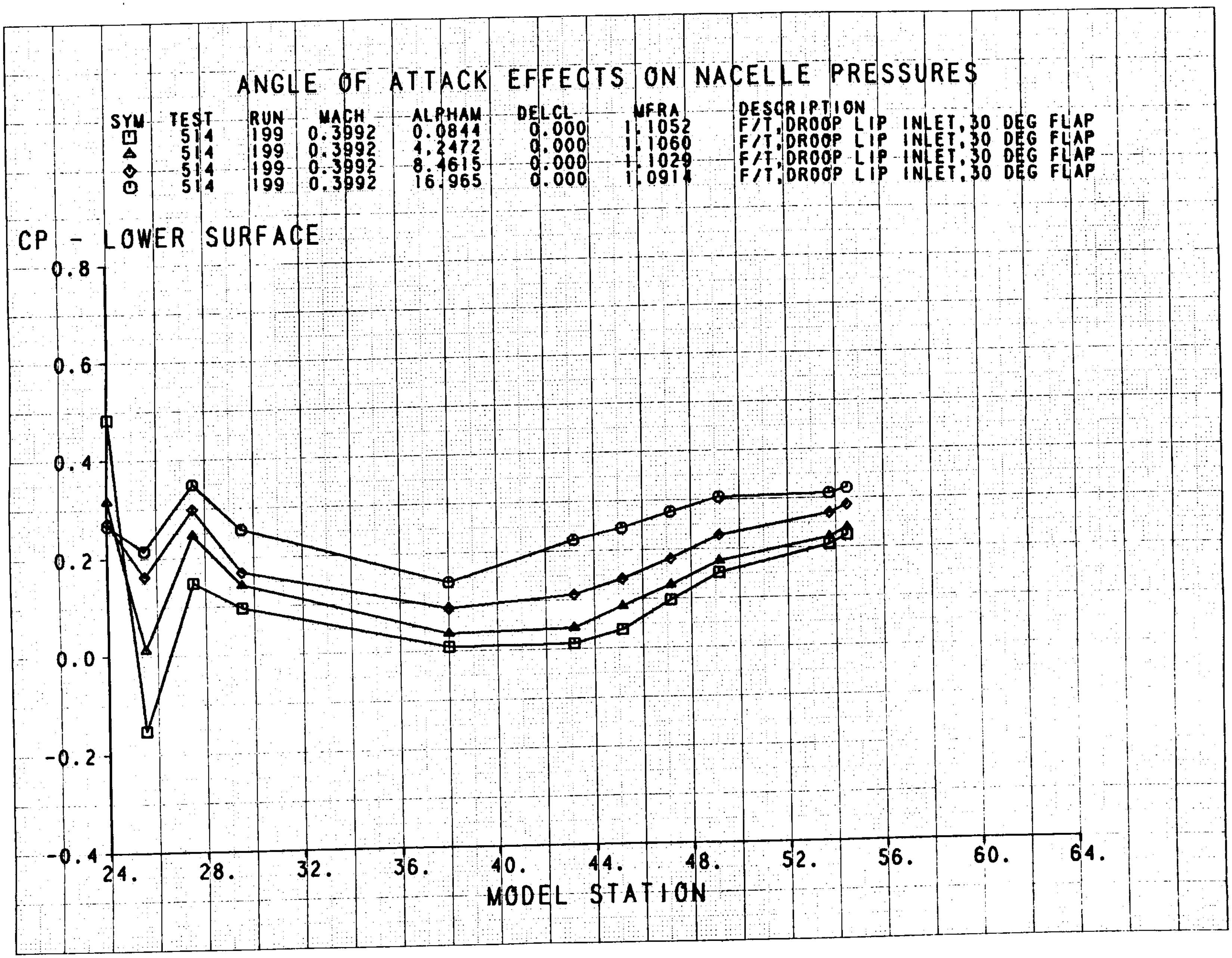

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1793 0.000 0.9260 F/T,NOZZLE EXTENSIONS
△ 514 161 1.3937 4.5651 0.000 0.9228 F/T,NOZZLE EXTENSIONS
◇ 514 161 1.3937 6.8135 0.000 0.9084 F/T,NOZZLE EXTENSIONS
UPPER SURFACE
CP
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

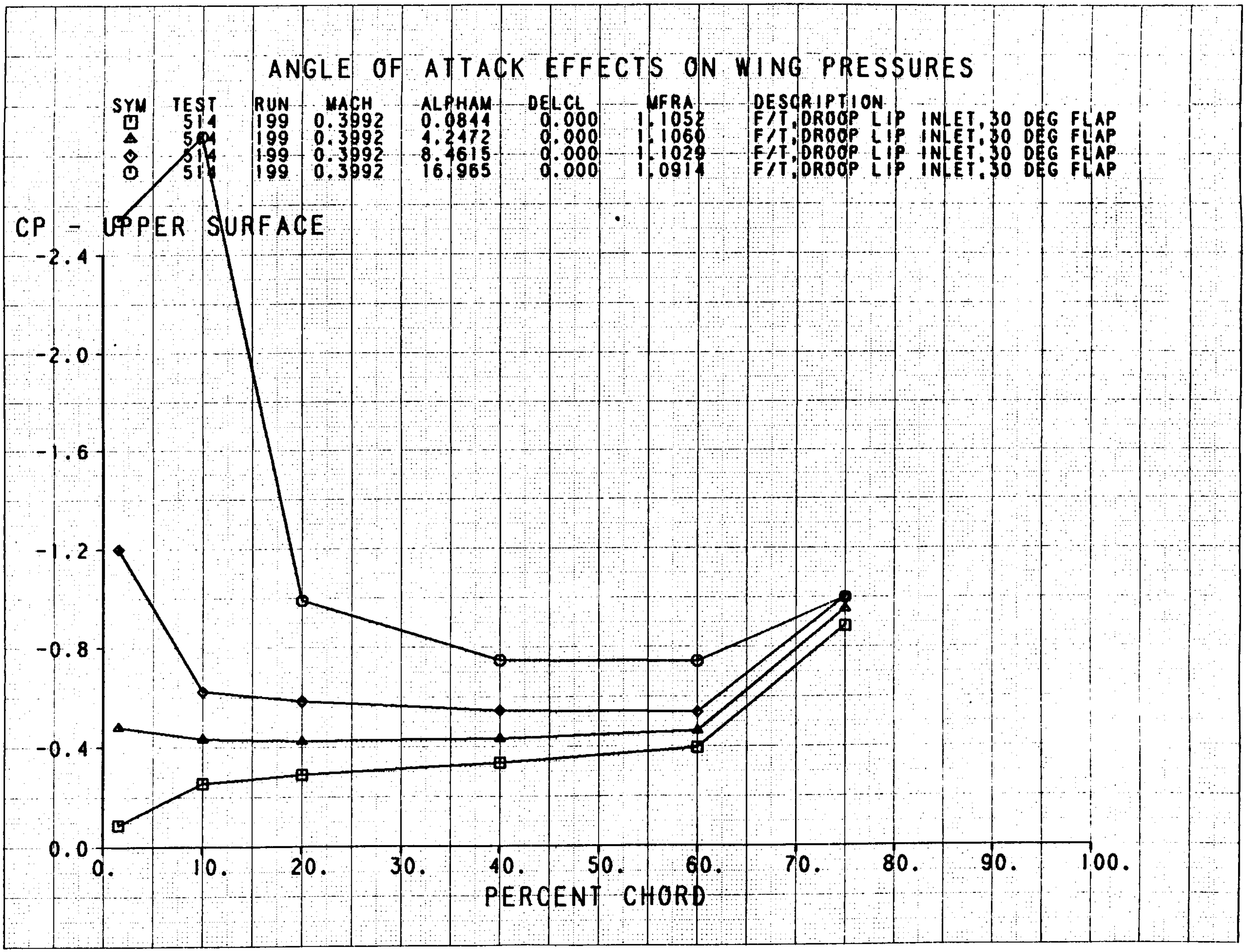

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1793 0.000 0.9260 F/T,NOZZLE EXTENSIONS
△ 514 161 1.3937 4.5651 0.000 0.9228 F/T,NOZZLE EXTENSIONS
◇ 514 161 1.3937 6.8135 0.000 0.9084 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1793 0.000 0.9260 F/T,NOZZLE EXTENSIONS
△ 514 161 1.3937 4.5651 0.000 0.9228 F/T,NOZZLE EXTENSIONS
◇ 514 161 1.3937 6.8135 0.000 0.9084 F/T,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

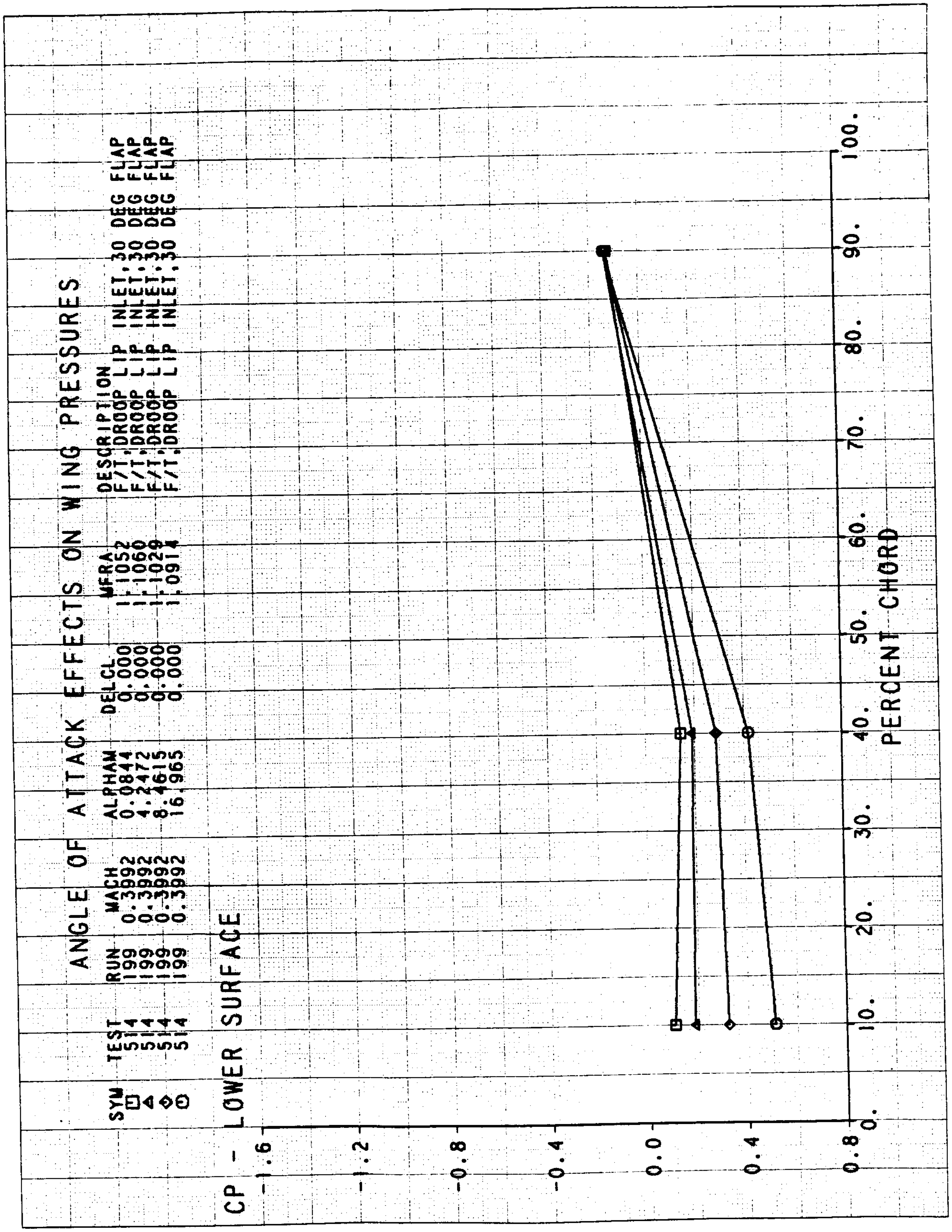

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 161 1.3937 0.1793 0.000 0.9260 F/T,NOZZLE EXTENSIONS
△ 514 161 1.3937 4.5651 0.000 0.9228 F/T,NOZZLE EXTENSIONS
◇ 514 161 1.3937 6.8135 0.000 0.9084 F/T,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 199 0.3992 4.2472 0.000 1.1060 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 8.4615 0.000 1.1029 F/T,DROOP LIP INLET,30 DEG FLAP
○ 514 199 0.3992 16.965 0.000 1.0914 F/T,DROOP LIP INLET,30 DEG FLAP
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

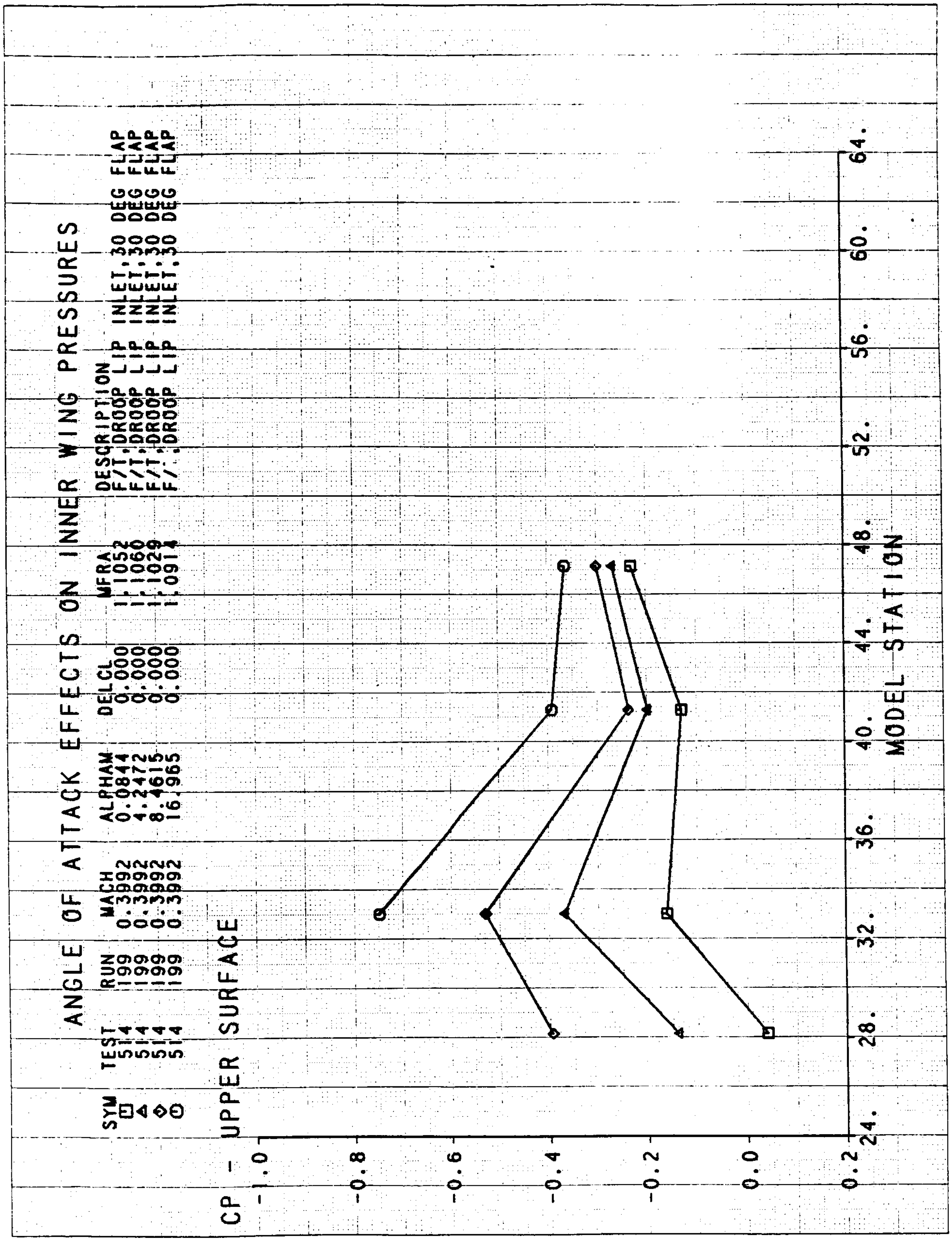

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
514 199 0.3992 4.2472 0.000 1.1060 F/T,DROOP LIP INLET,30 DEG FLAP
514 199 0.3992 8.4615 0.000 1.1029 F/T,DROOP LIP INLET,30 DEG FLAP
514 199 0.3992 16.965 0.000 1.0914 F/T,DROOP LIP INLET,30 DEG FLAP
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 199 0.3992 4.2472 0.000 1.1060 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 8.4615 0.000 1.1029 F/T,DROOP LIP INLET,30 DEG FLAP
○ 514 199 0.3992 16.965 0.000 1.0914 F/T,DROOP LIP INLET,30 DEG FLAP
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



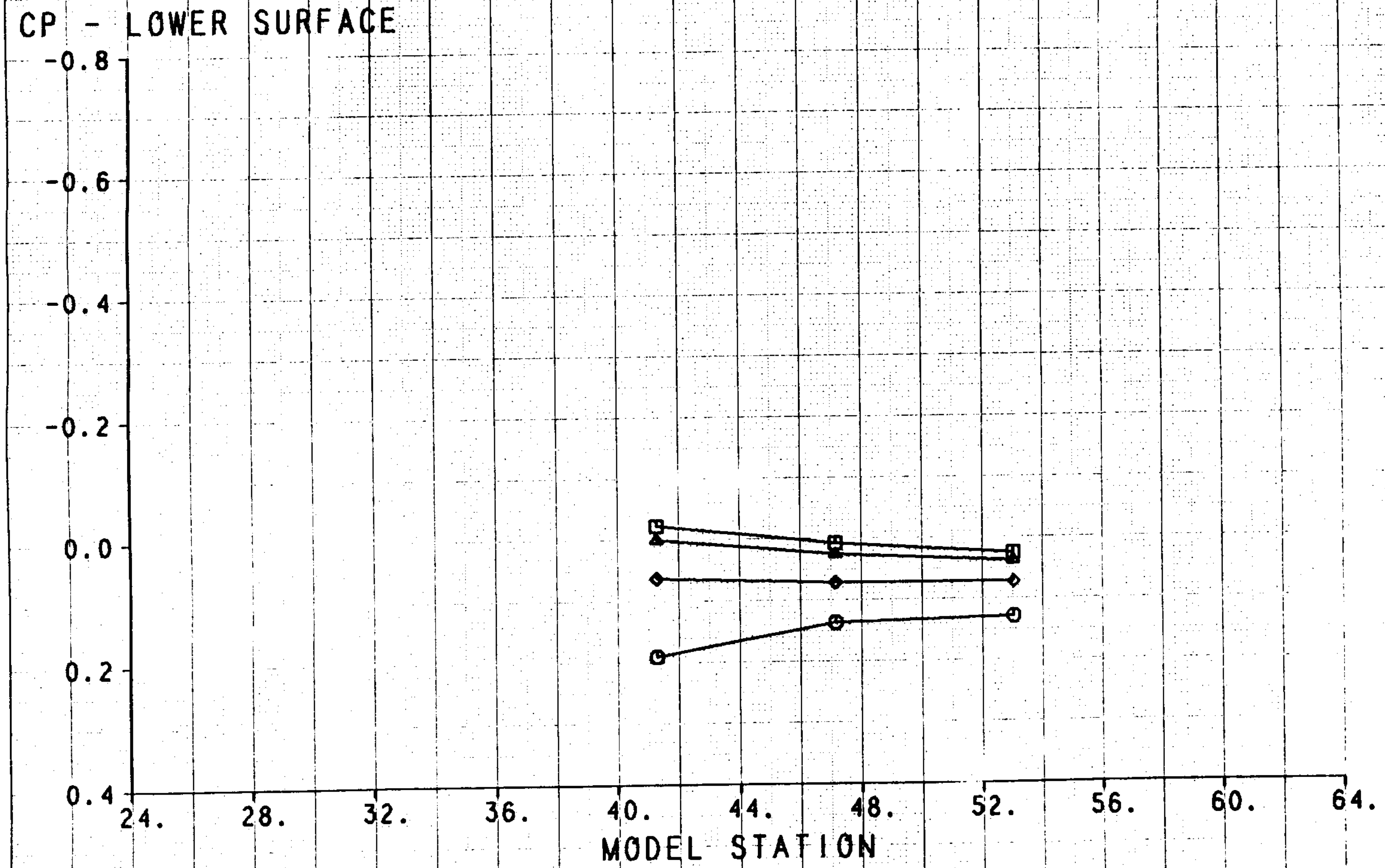
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 199 0.3992 4.2472 0.000 1.1060 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 8.4615 0.000 1.1029 F/T,DROOP LIP INLET,30 DEG FLAP
○ 514 199 0.3992 16.965 0.000 1.0914 F/T,DROOP LIP INLET,30 DEG FLAP
LOWER SURFACE
CP
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

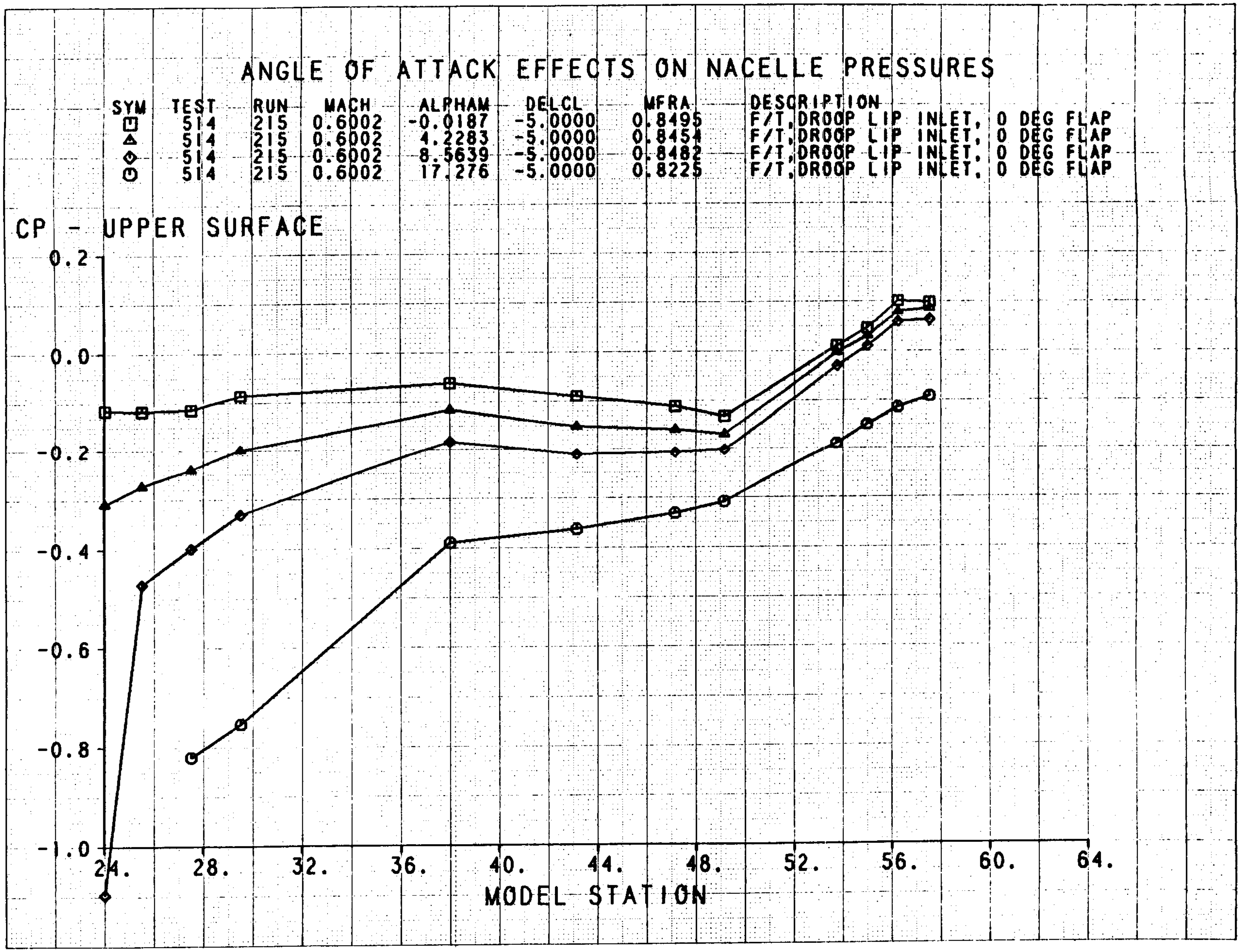


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 199 0.3992 0.0844 0.000 1.1052 F/T,DROOP LIP INLET,30 DEG FLAP
△ 514 199 0.3992 4.2472 0.000 1.1060 F/T,DROOP LIP INLET,30 DEG FLAP
◇ 514 199 0.3992 8.4615 0.000 1.1029 F/T,DROOP LIP INLET,30 DEG FLAP
⊙ 514 199 0.3992 16.965 0.000 1.0914 F/ ,DROOP LIP INLET,30 DEG FLAP
UPPER SURFACE
CP
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

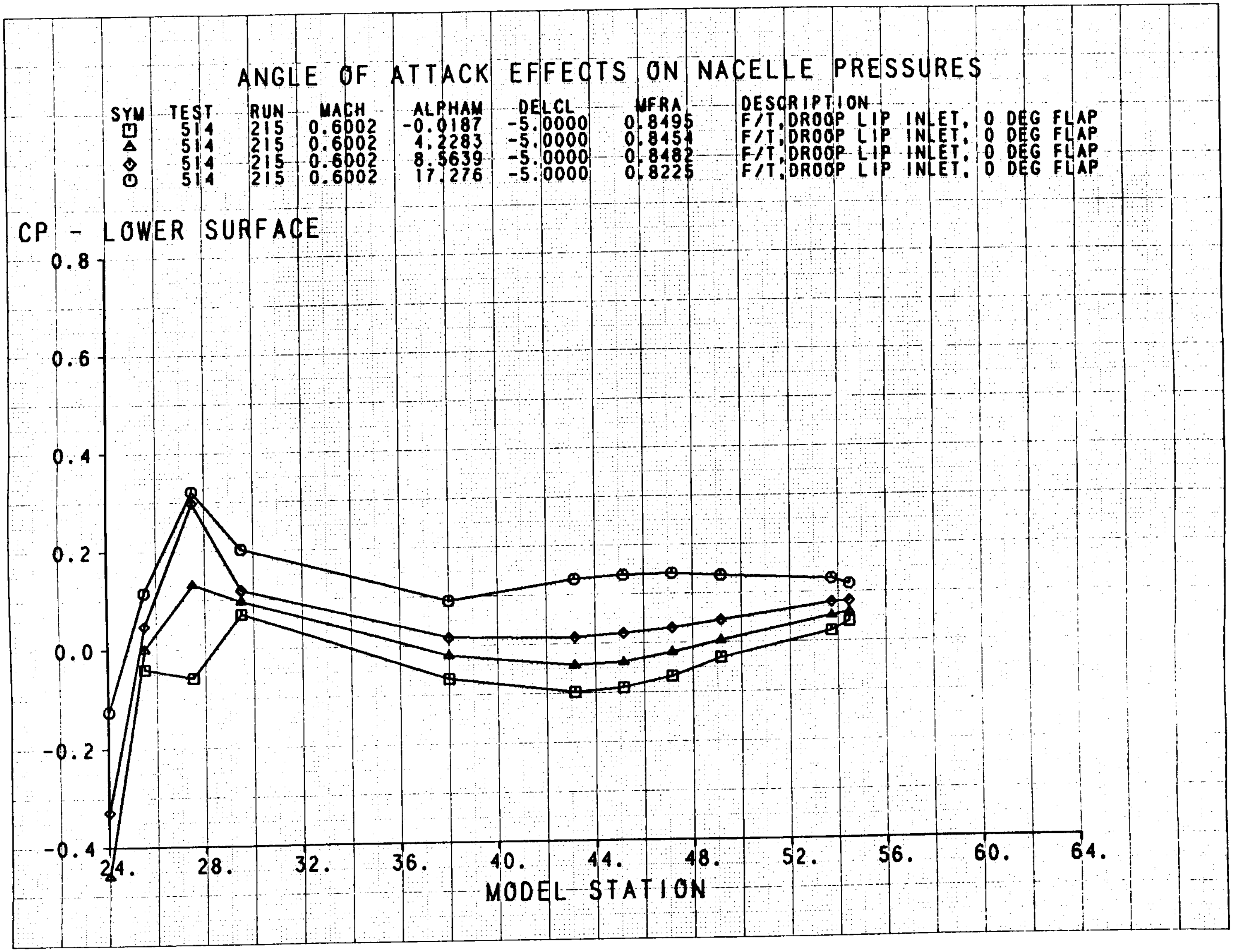
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES

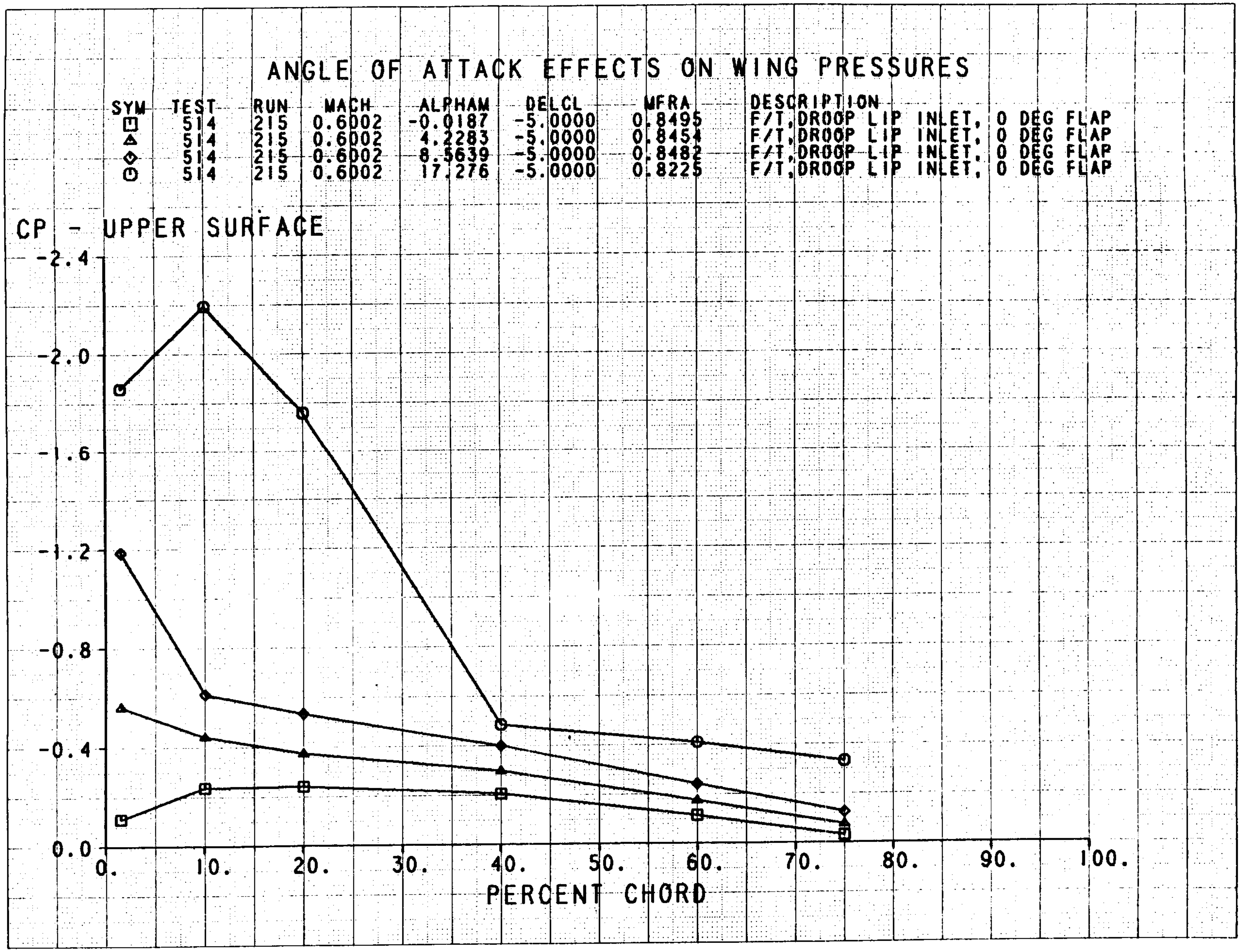
SYM	TEST	RUN	MACH	ALPHAM	DELCL	MFRA	DESCRIPTION
□	514	199	0.3992	0.0844	0.000	1.1052	F/T,DROOP LIP INLET,30 DEG FLAP
△	514	199	0.3992	4.2472	0.000	1.1060	F/T,DROOP LIP INLET,30 DEG FLAP
◇	514	199	0.3992	8.4615	0.000	1.1029	F/T,DROOP LIP INLET,30 DEG FLAP
○	514	199	0.3992	16.965	0.000	1.0914	F/T,DROOP LIP INLET,30 DEG FLAP

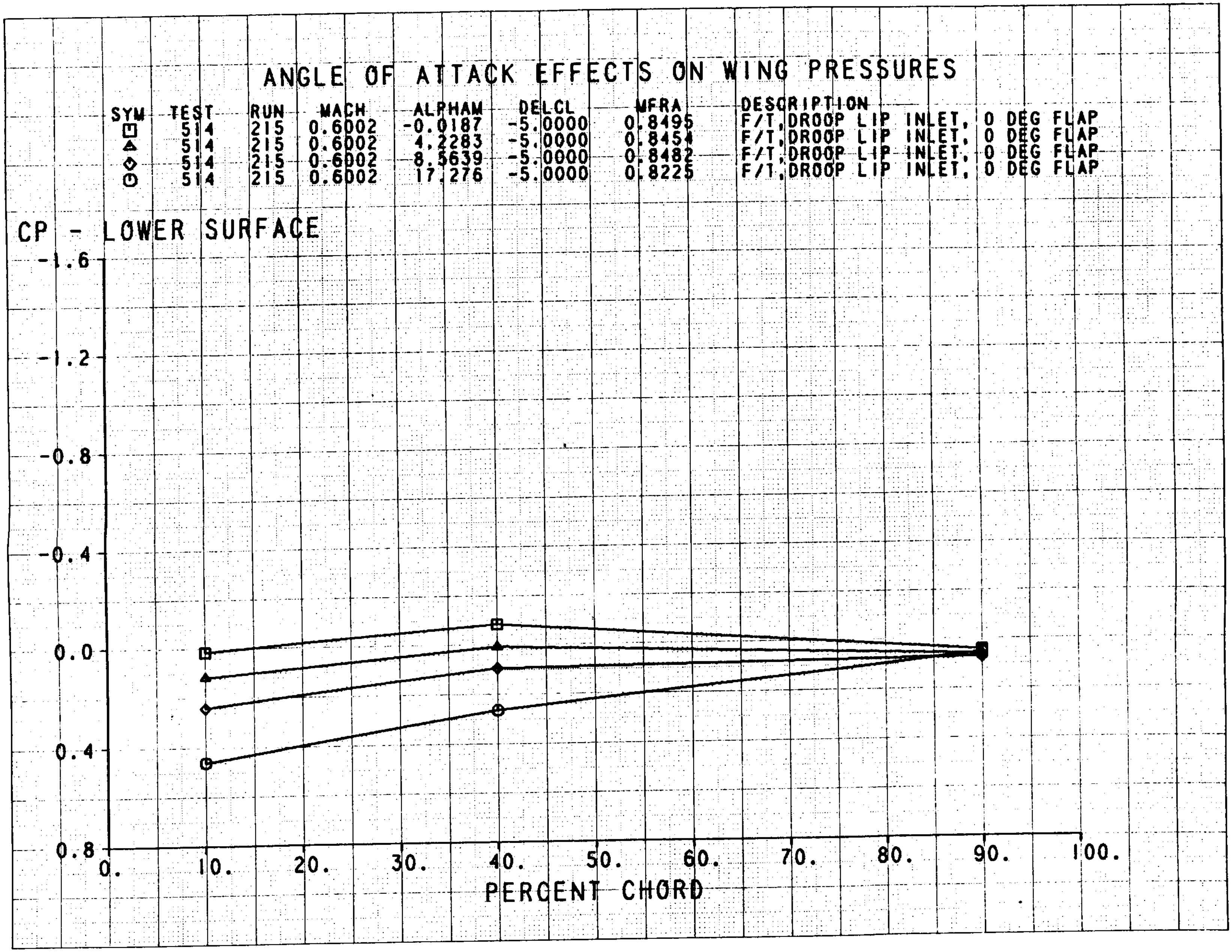




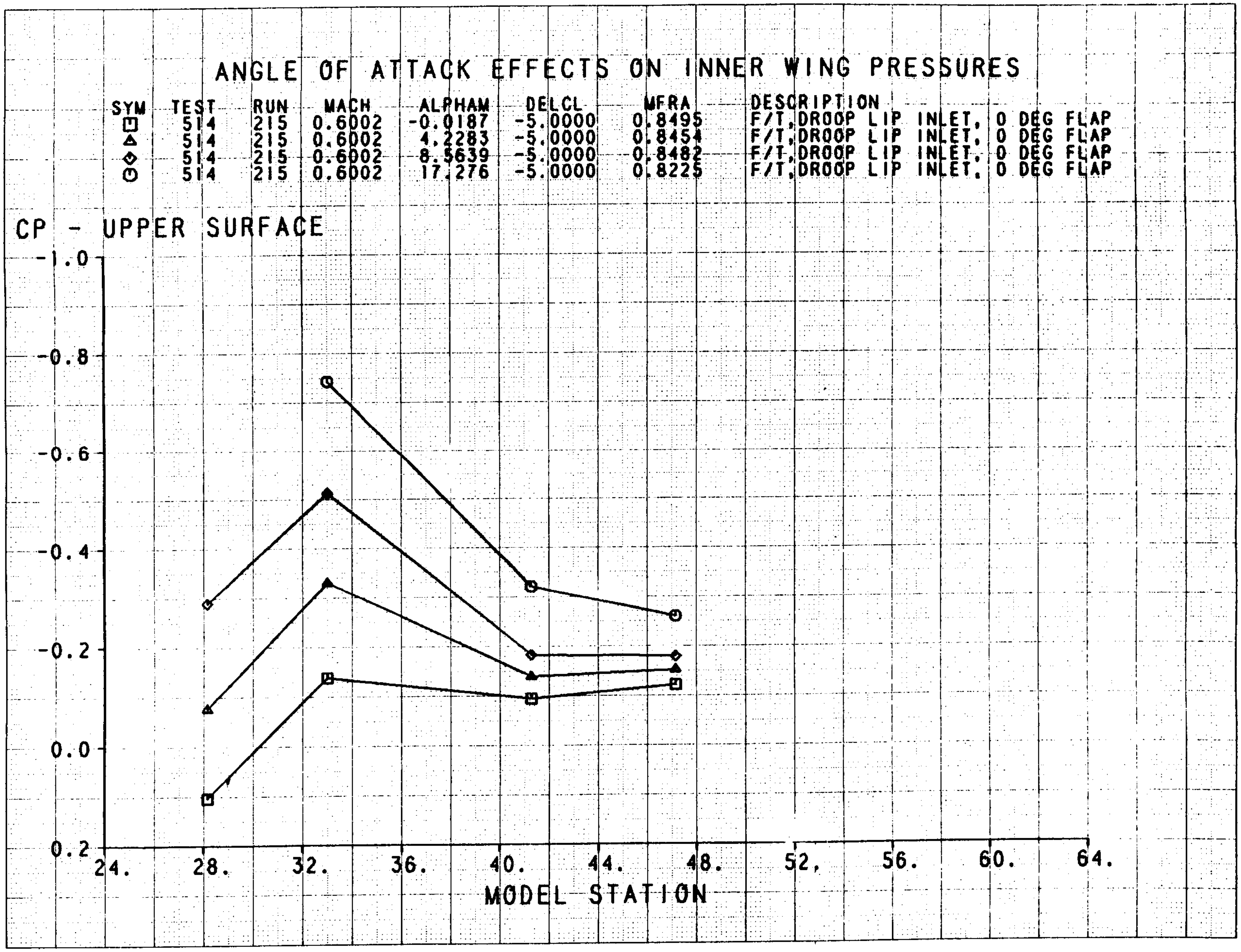
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 215 0.6002 -0.0187 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
△ 514 215 0.6002 4.2283 -5.0000 0.8454 F/T,DROOP LIP INLET, 0 DEG FLAP
◇ 514 215 0.6002 8.5639 -5.0000 0.8482 F/T,DROOP LIP INLET, 0 DEG FLAP
○ 514 215 0.6002 17.276 -5.0000 0.8225 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 215 0.6002 -0.0187 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
△ 514 215 0.6002 4.2283 -5.0000 0.8454 F/T,DROOP LIP INLET, 0 DEG FLAP
◇ 514 215 0.6002 8.5639 -5.0000 0.8482 F/T,DROOP LIP INLET, 0 DEG FLAP
⊙ 514 215 0.6002 17.276 -5.0000 0.8225 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

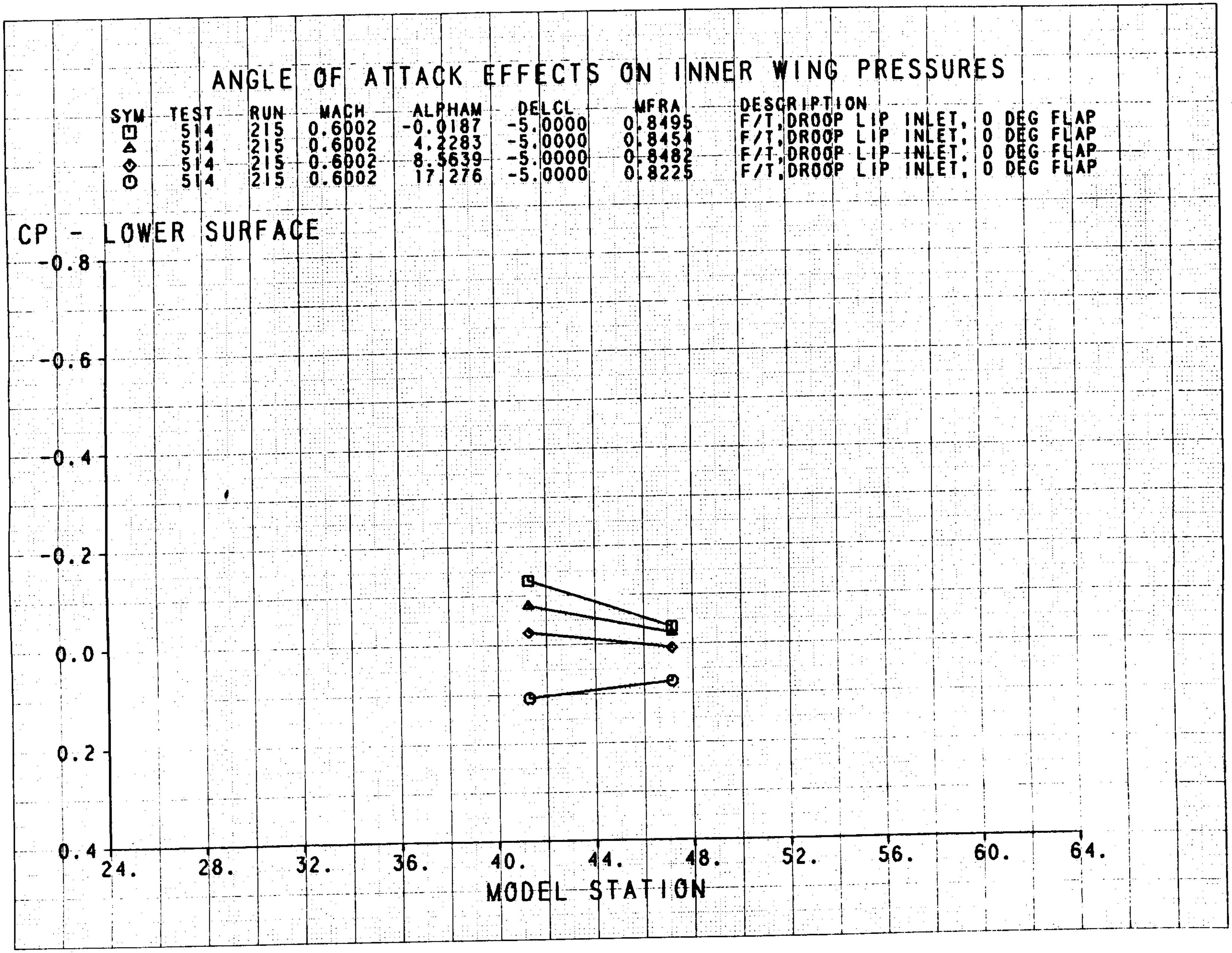

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 215 0.6002 -0.0187 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
514 215 0.6002 4.2283 -5.0000 0.8454 F/T,DROOP LIP INLET, 0 DEG FLAP
514 215 0.6002 8.5639 -5.0000 0.8482 F/T,DROOP LIP INLET, 0 DEG FLAP
514 215 0.6002 17.276 -5.0000 0.8225 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

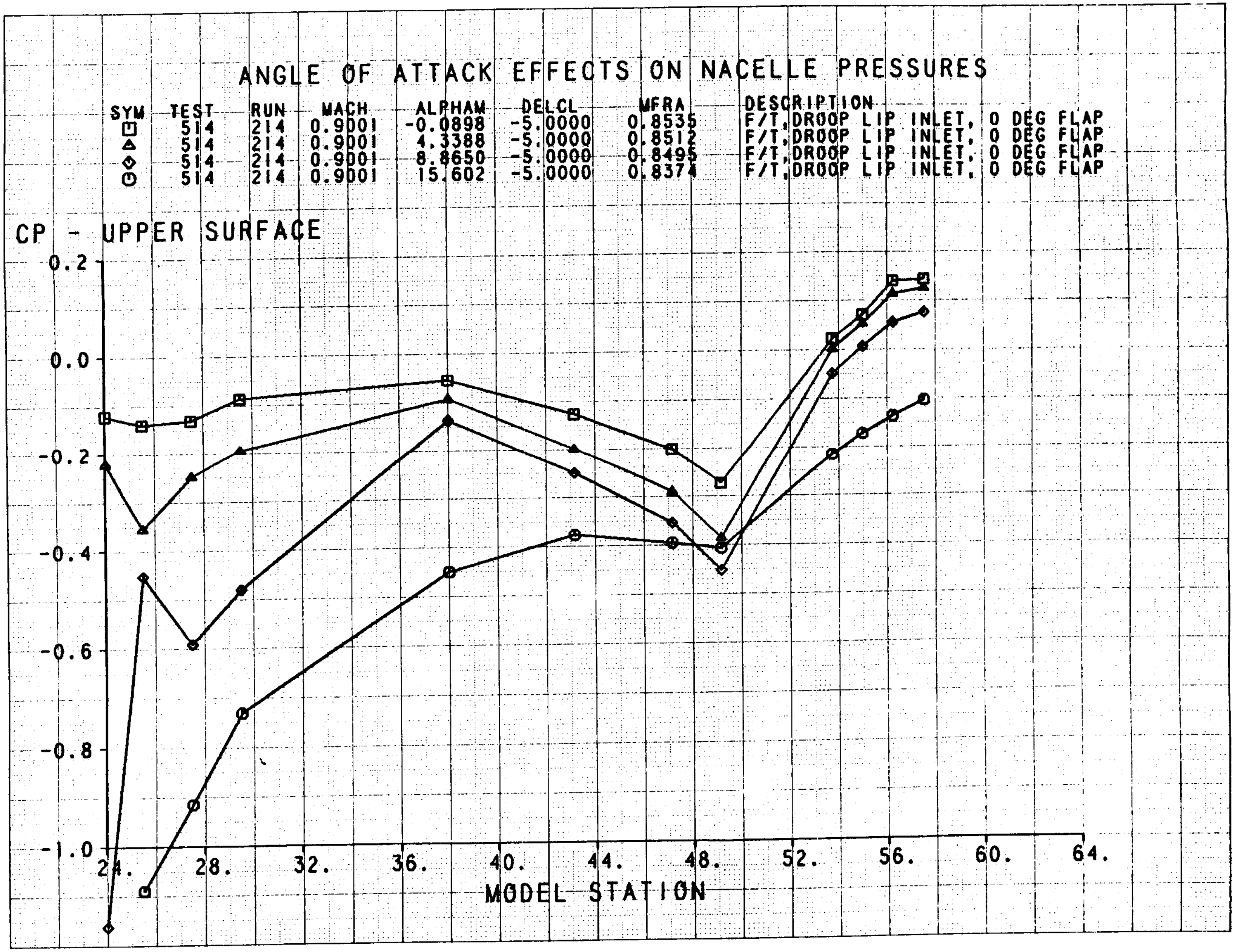


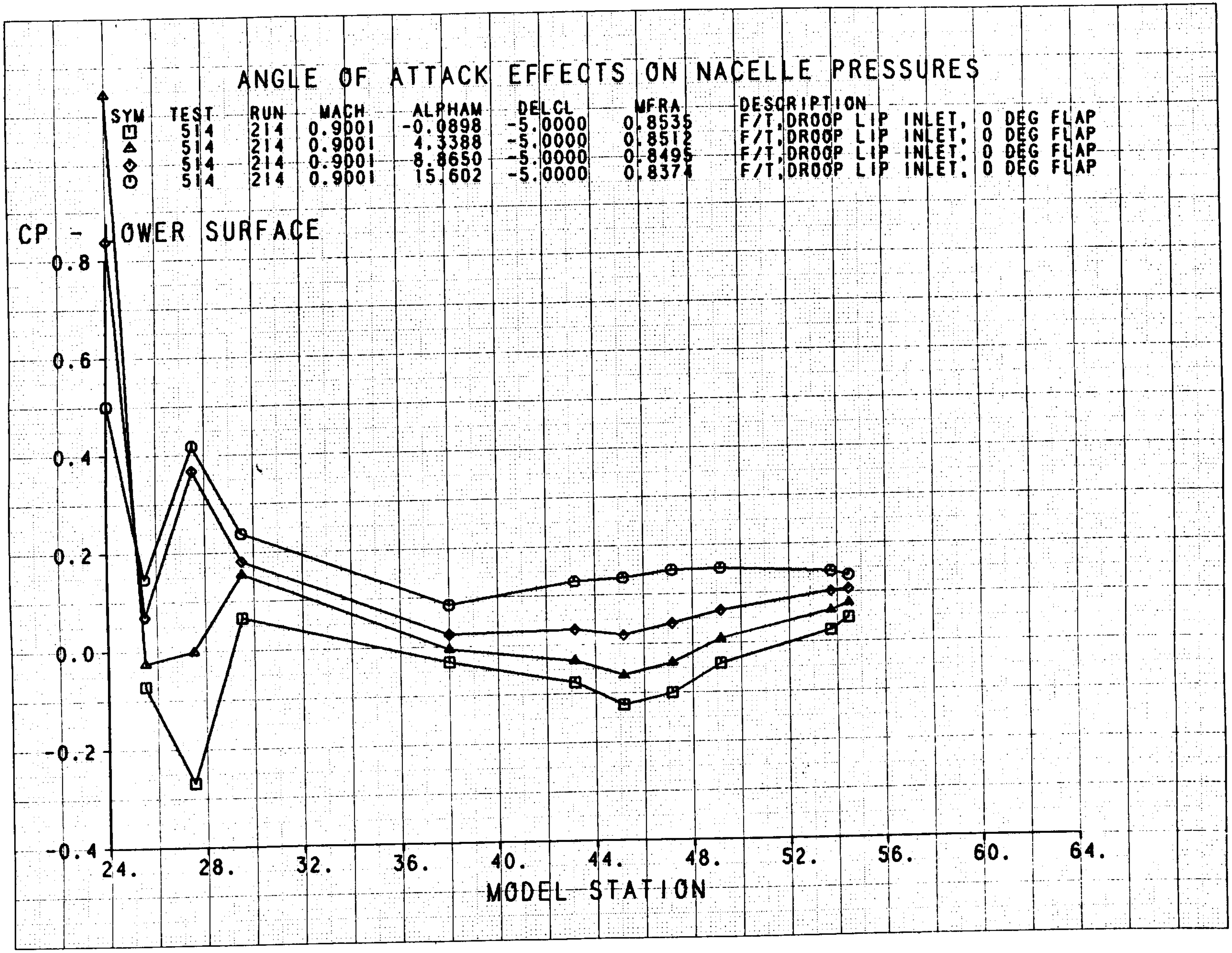
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 215 0.6002 -0.0187 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
514 215 0.6002 4.2283 -5.0000 0.8454 F/T,DROOP LIP INLET, 0 DEG FLAP
514 215 0.6002 8.5639 -5.0000 0.8482 F/T,DROOP LIP INLET, 0 DEG FLAP
514 215 0.6002 17.276 -5.0000 0.8225 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

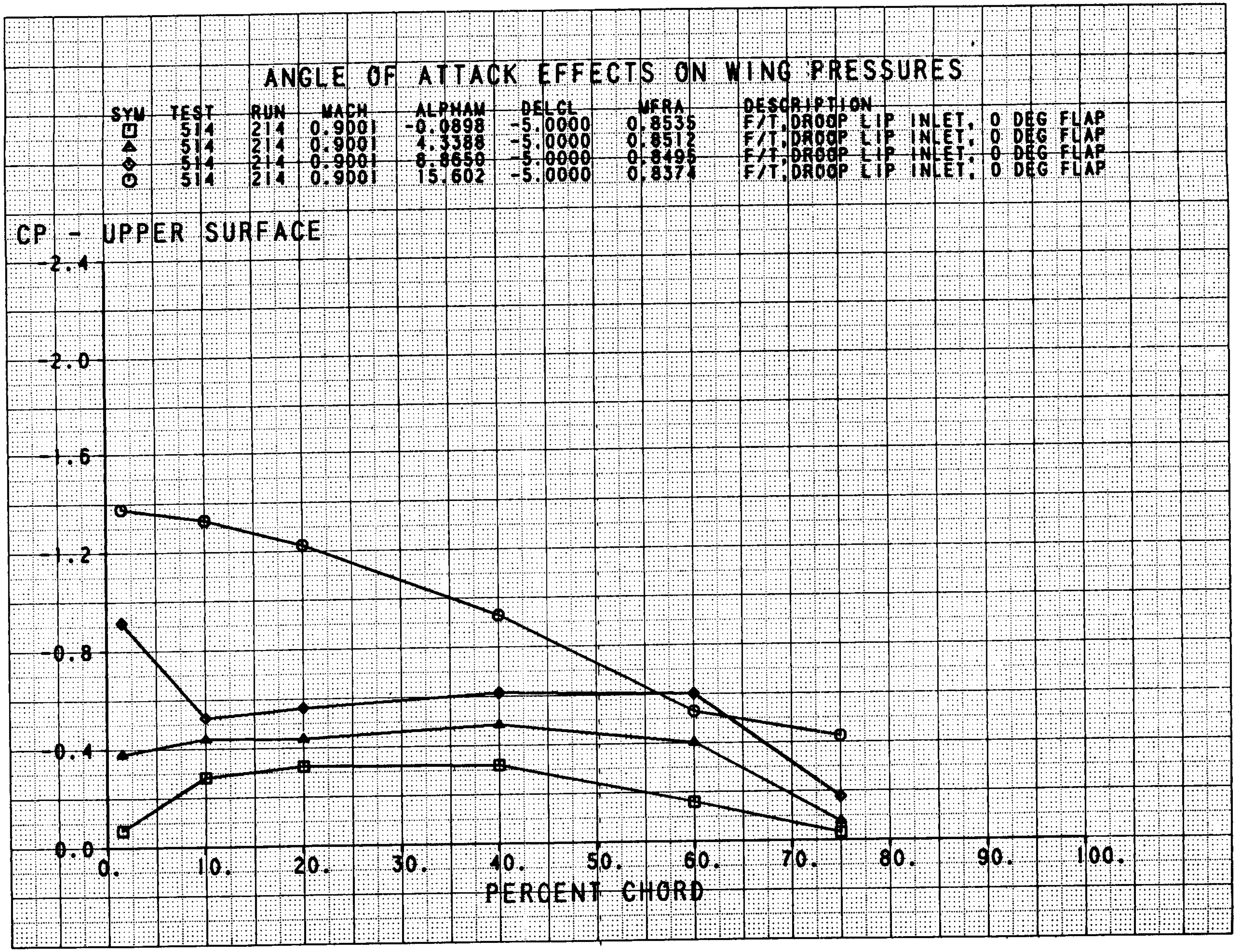


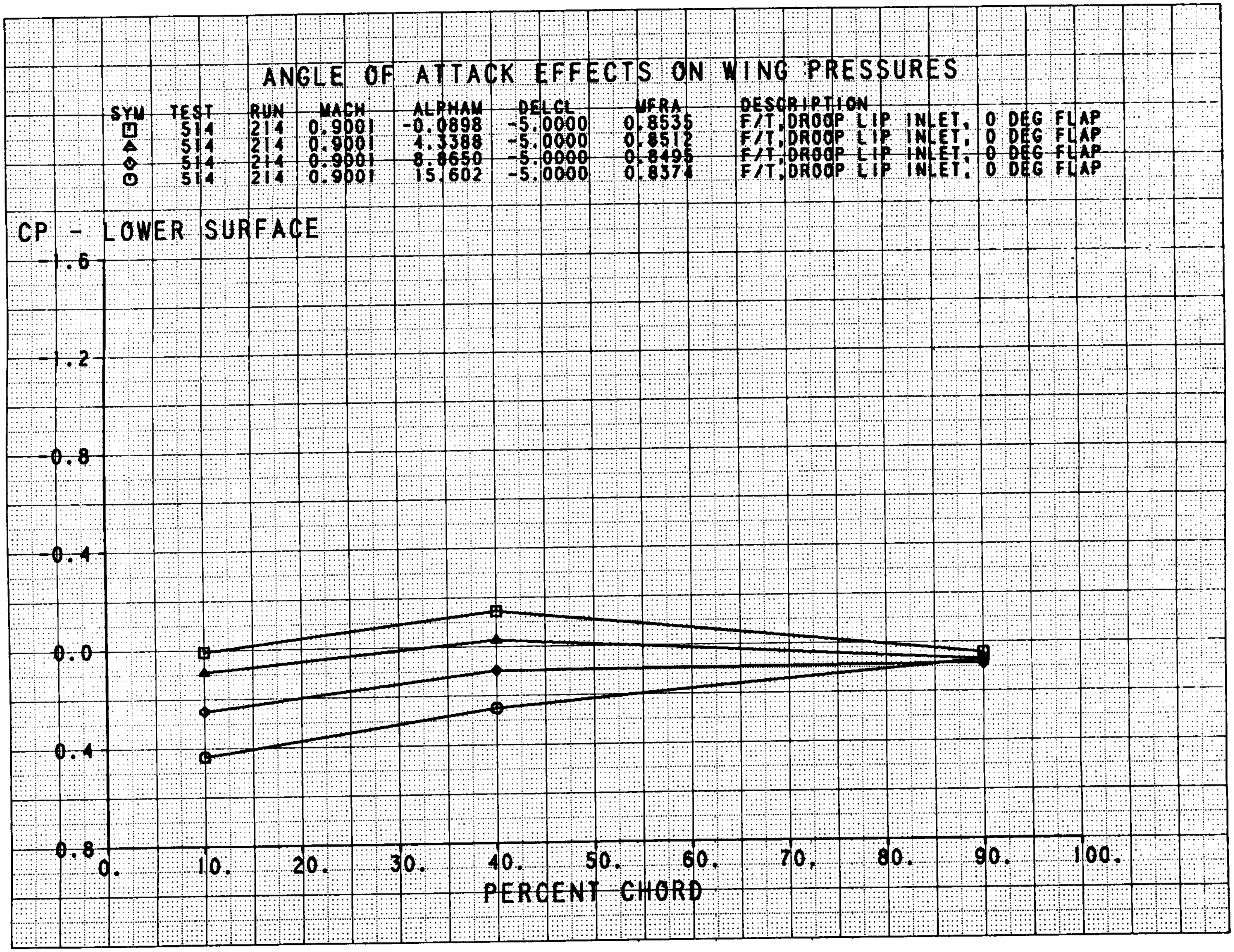
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 215 0.6002 -0.0187 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
△ 514 215 0.6002 4.2283 -5.0000 0.8454 F/T,DROOP LIP INLET, 0 DEG FLAP
◇ 514 215 0.6002 8.5639 -5.0000 0.8482 F/T,DROOP LIP INLET, 0 DEG FLAP
○ 514 215 0.6002 17.276 -5.0000 0.8225 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

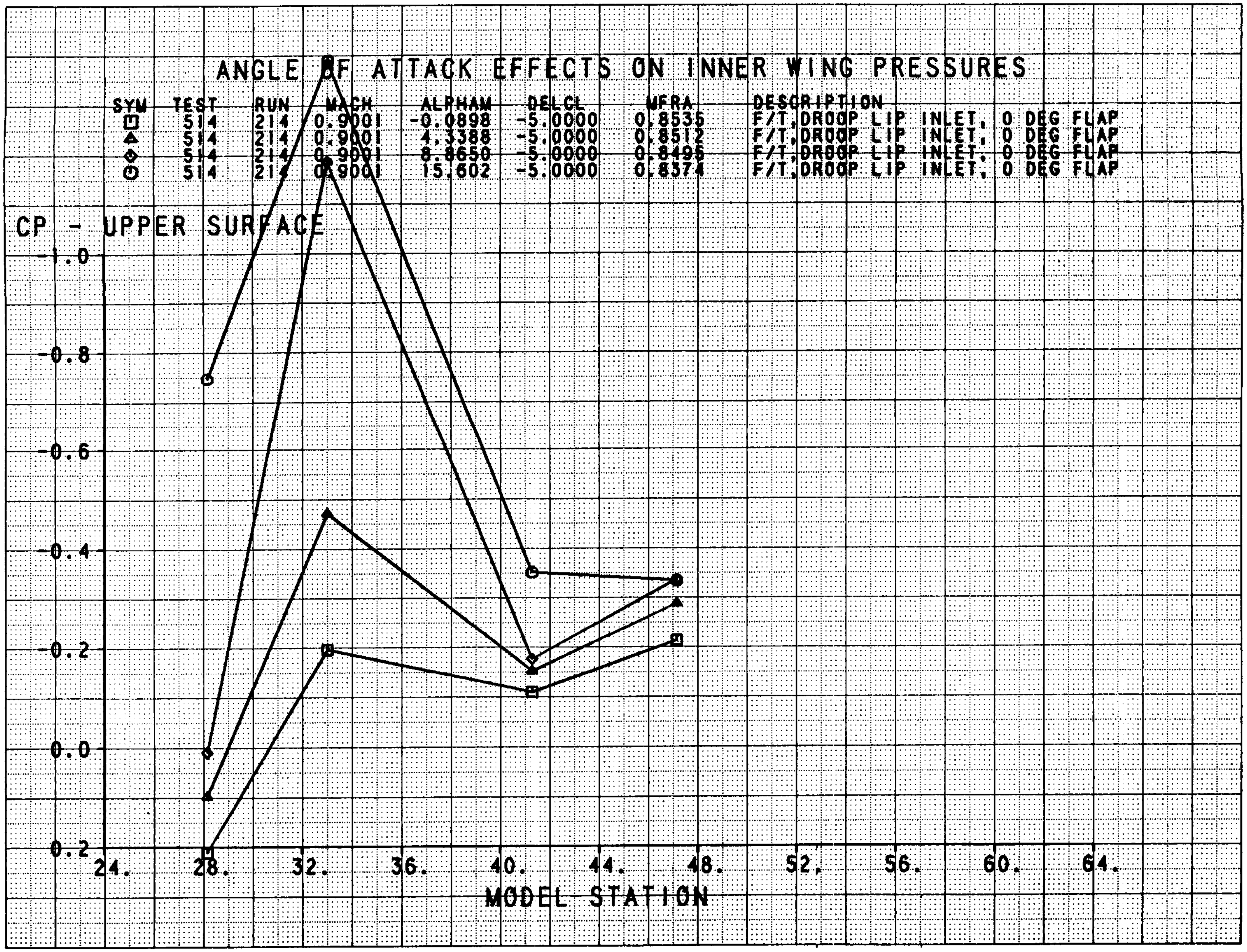

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 215 0.6002 -0.0187 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
△ 514 215 0.6002 4.2283 -5.0000 0.8454 F/T,DROOP LIP INLET, 0 DEG FLAP
◇ 514 215 0.6002 8.5639 -5.0000 0.8482 F/T,DROOP LIP INLET, 0 DEG FLAP
○ 514 215 0.6002 17.276 -5.0000 0.8225 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

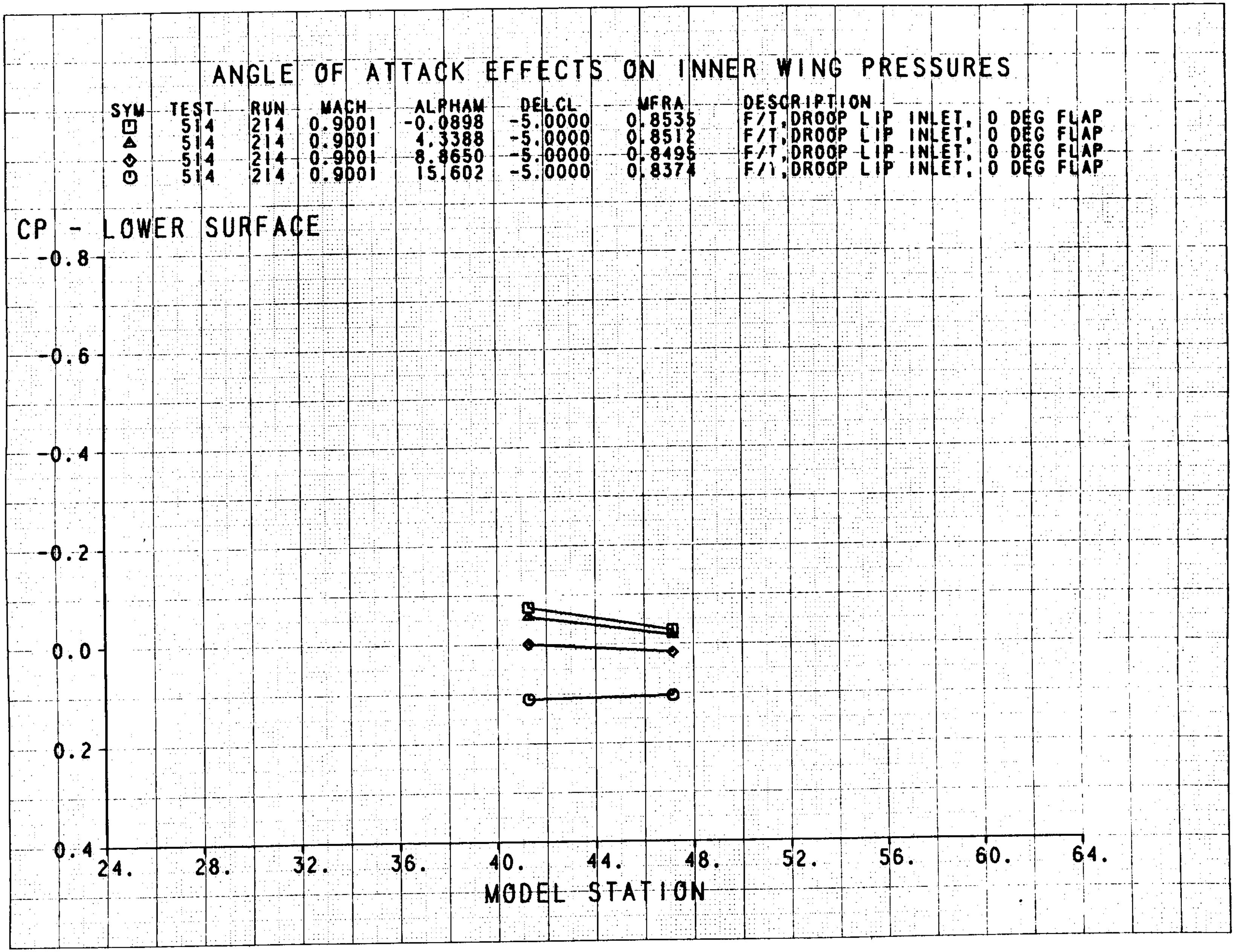

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 214 0.9001 -0.0898 -5.0000 0.8535 F/T,DROOP LIP INLET, 0 DEG FLAP
△ 514 214 0.9001 4.3388 -5.0000 0.8512 F/T,DROOP LIP INLET, 0 DEG FLAP
◇ 514 214 0.9001 8.8650 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
⊙ 514 214 0.9001 15.602 -5.0000 0.8374 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

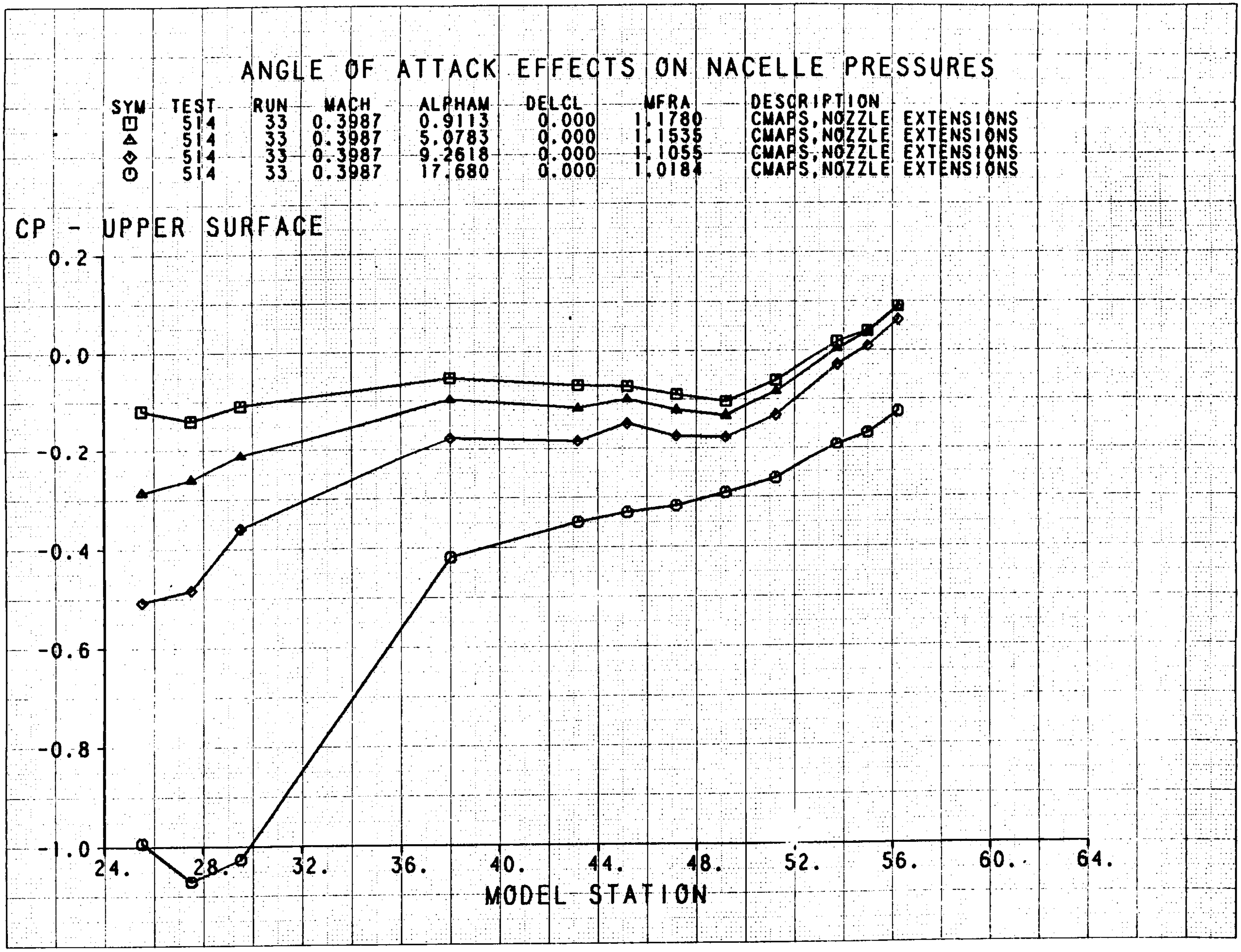

ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 214 0.9001 -0.0898 -5.0000 0.8535 F/T,DROOP LIP INLET, 0 DEG FLAP
514 214 0.9001 4.3388 -5.0000 0.8512 F/T,DROOP LIP INLET, 0 DEG FLAP
514 214 0.9001 8.8650 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
514 214 0.9001 15.602 -5.0000 0.8374 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

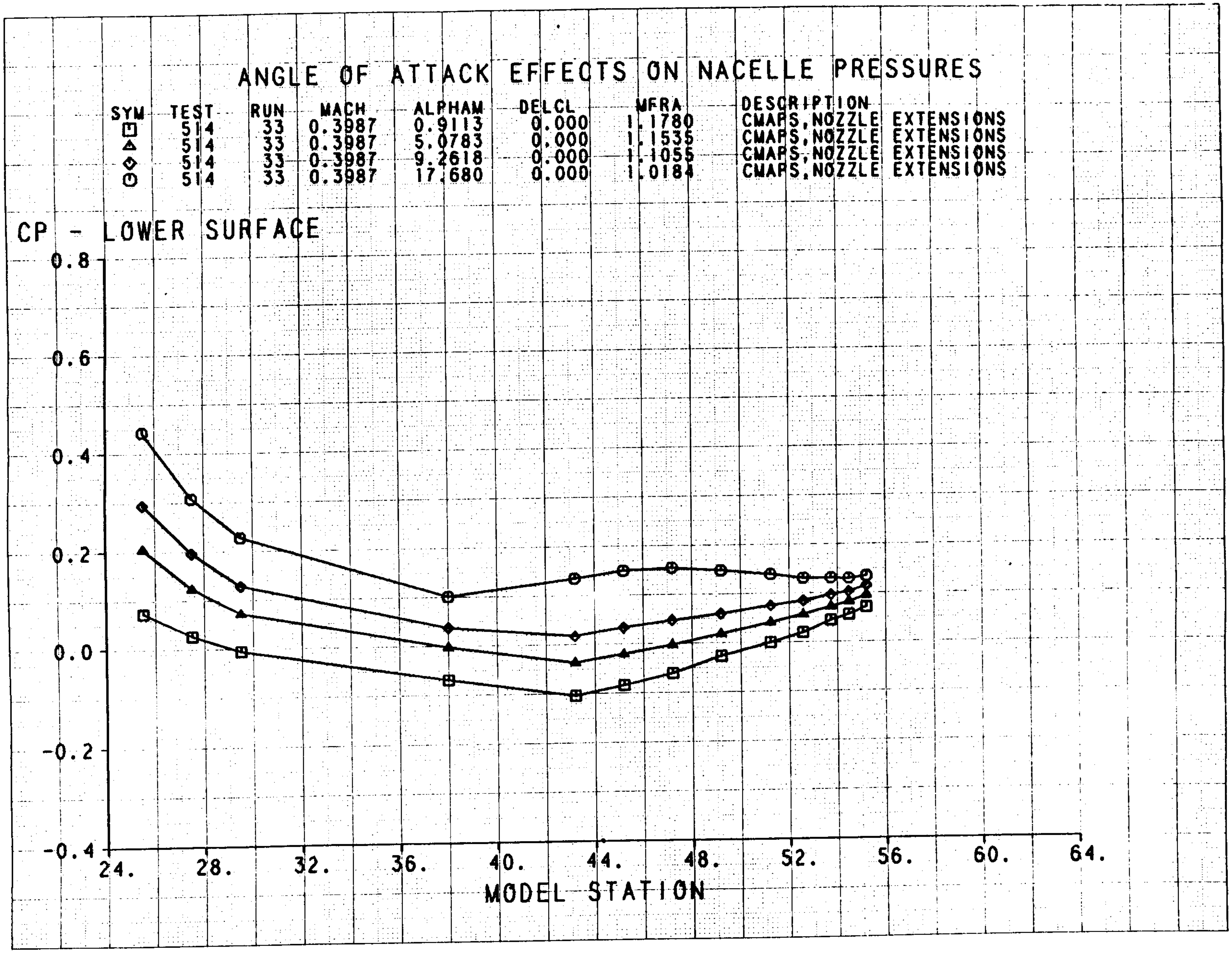

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 214 0.9001 -0.0898 -5.0000 0.8535 F/T,DROOP LIP INLET, 0 DEG FLAP
514 214 0.9001 4.3388 -5.0000 0.8512 F/T,DROOP LIP INLET, 0 DEG FLAP
514 214 0.9001 8.8650 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
514 214 0.9001 15.602 -5.0000 0.8374 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 214 0.9001 -0.0898 -5.0000 0.8535 F/T,DROOP LIP INLET, 0 DEG FLAP
△ 514 214 0.9001 4.3388 -5.0000 0.8512 F/T,DROOP LIP INLET, 0 DEG FLAP
◇ 514 214 0.9001 8.8650 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
○ 514 214 0.9001 15.602 -5.0000 0.8374 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 214 0.9001 -0.0898 -5.0000 0.8535 F/T,DROOP LIP INLET, 0 DEG FLAP
△ 514 214 0.9001 4.3388 -5.0000 0.8512 F/T,DROOP LIP INLET, 0 DEG FLAP
◇ 514 214 0.9001 8.8650 -5.0000 0.8496 F/T,DROOP LIP INLET, 0 DEG FLAP
○ 514 214 0.9001 15.602 -5.0000 0.8574 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 214 0.9001 -0.0898 -5.0000 0.8535 F/T,DROOP LIP INLET, 0 DEG FLAP
△ 514 214 0.9001 4.3388 -5.0000 0.8512 F/T,DROOP LIP INLET, 0 DEG FLAP
◇ 514 214 0.9001 8.8650 -5.0000 0.8495 F/T,DROOP LIP INLET, 0 DEG FLAP
○ 514 214 0.9001 15.602 -5.0000 0.8374 F/T,DROOP LIP INLET, 0 DEG FLAP
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 33 0.3987 0.9113 0.000 1.1780 CMAPS,NOZZLE EXTENSIONS
△ 514 33 0.3987 5.0783 0.000 1.1535 CMAPS,NOZZLE EXTENSIONS
◇ 514 33 0.3987 9.2618 0.000 1.1055 CMAPS,NOZZLE EXTENSIONS
⊙ 514 33 0.3987 17.680 0.000 1.0184 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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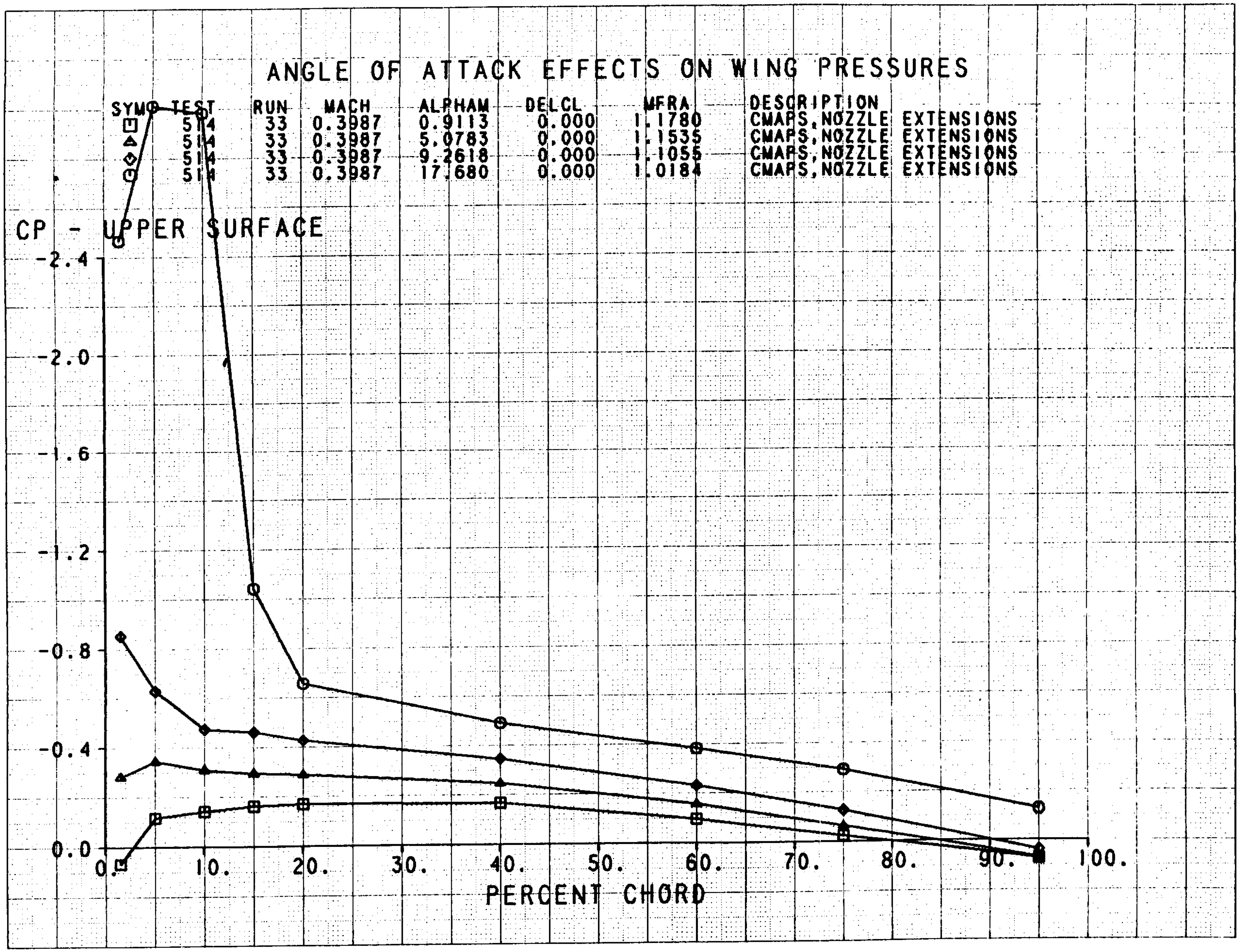
▲ 514 33 0.3987 5.0783 0.000 1.1535 CMAPS,NOZZLE EXTENSIONS
◇ 514 33 0.3987 9.2618 0.000 1.1055 CMAPS,NOZZLE EXTENSIONS
○ 514 33 0.3987 17.680 0.000 1.0184 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYMB TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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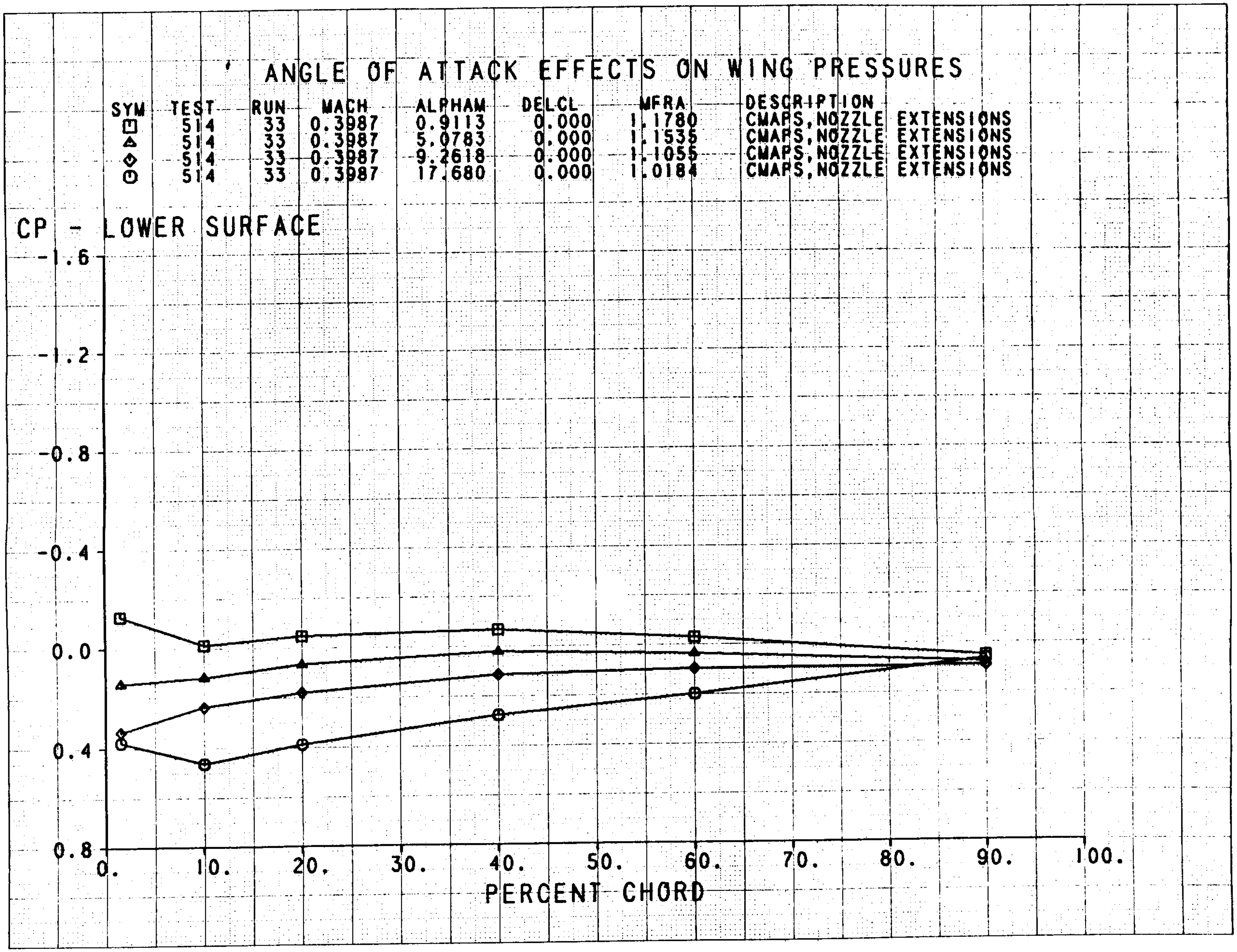
514 33 0.3987 5.0783 0.000 1.1535 CMAPS,NOZZLE EXTENSIONS
514 33 0.3987 9.2618 0.000 1.1055 CMAPS,NOZZLE EXTENSIONS
514 33 0.3987 17.680 0.000 1.0184 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 33 0.3987 5.0783 0.000 1.1535 CMAPS,NOZZLE EXTENSIONS
514 33 0.3987 9.2618 0.000 1.1055 CMAPS,NOZZLE EXTENSIONS
514 33 0.3987 17.680 0.000 1.0184 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
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10.
20.
30.
40.
50.
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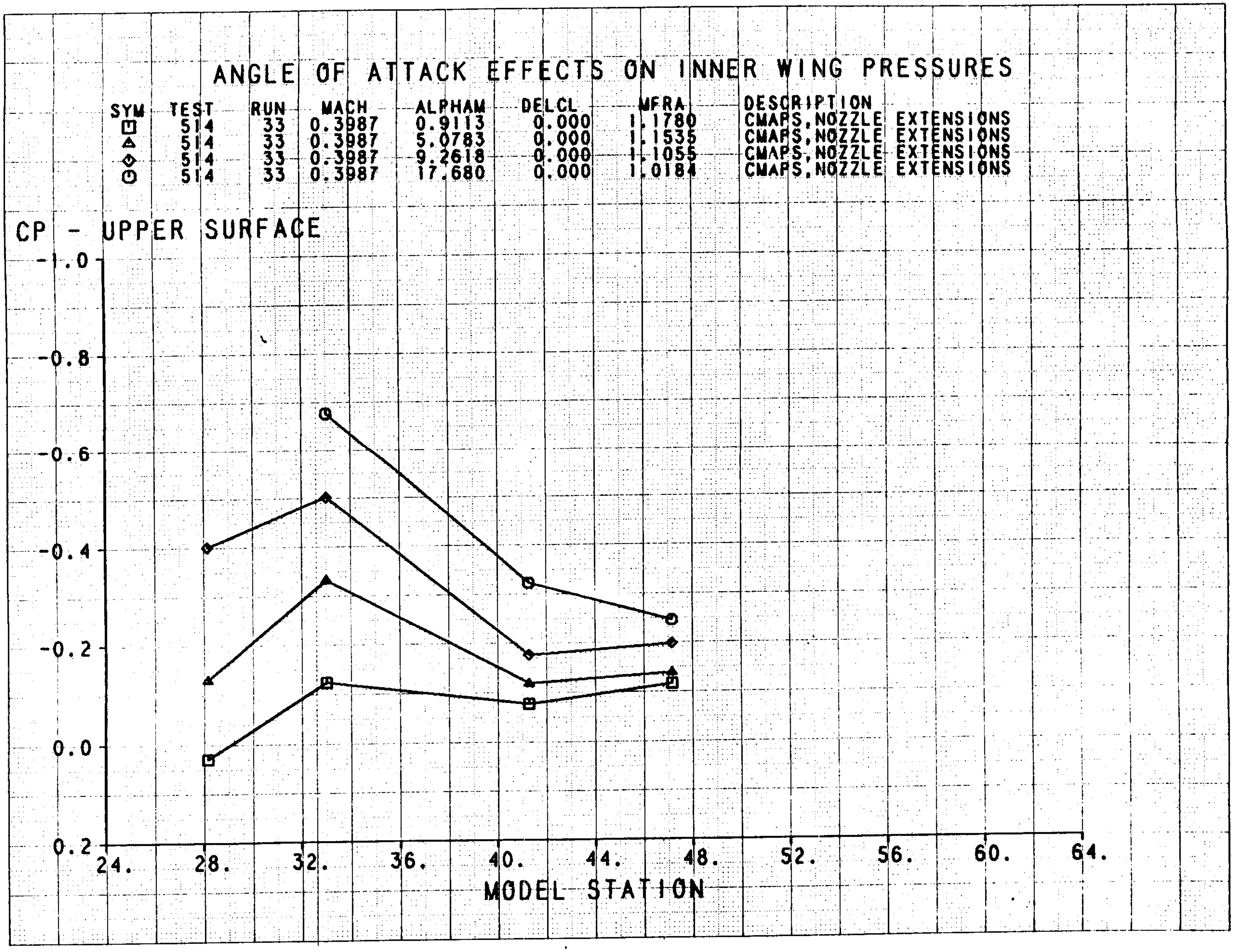
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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△ 514 33 0.3987 5.0783 0.000 1.1535 CMAPS,NOZZLE EXTENSIONS
◇ 514 33 0.3987 9.2618 0.000 1.1055 CMAPS,NOZZLE EXTENSIONS
○ 514 33 0.3987 17.680 0.000 1.0184 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
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24.
28.
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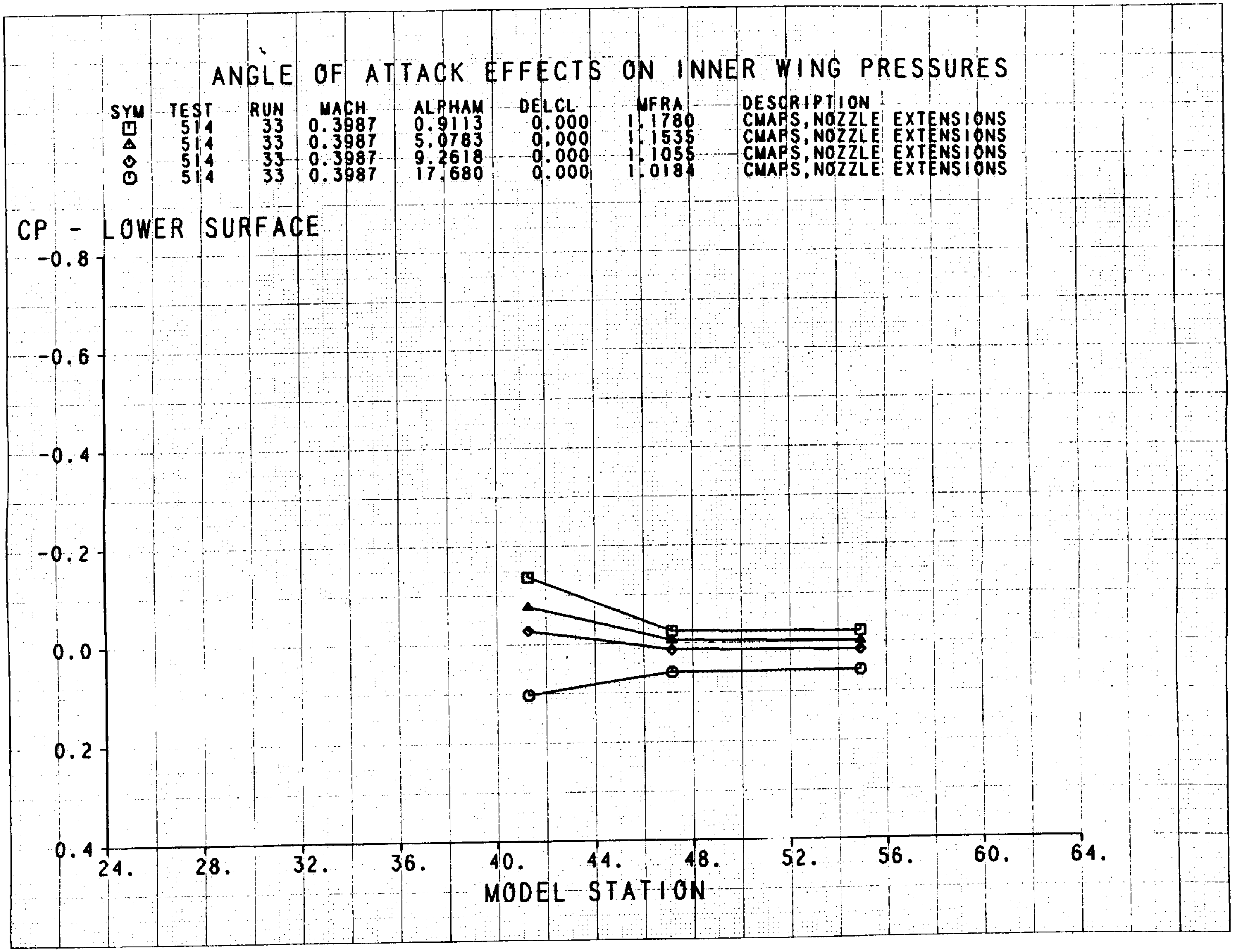
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 33 0.3987 5.0783 0.000 1.1535 CMAPS,NOZZLE EXTENSIONS
514 33 0.3987 9.2618 0.000 1.1055 CMAPS,NOZZLE EXTENSIONS
514 33 0.3987 17.680 0.000 1.0184 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
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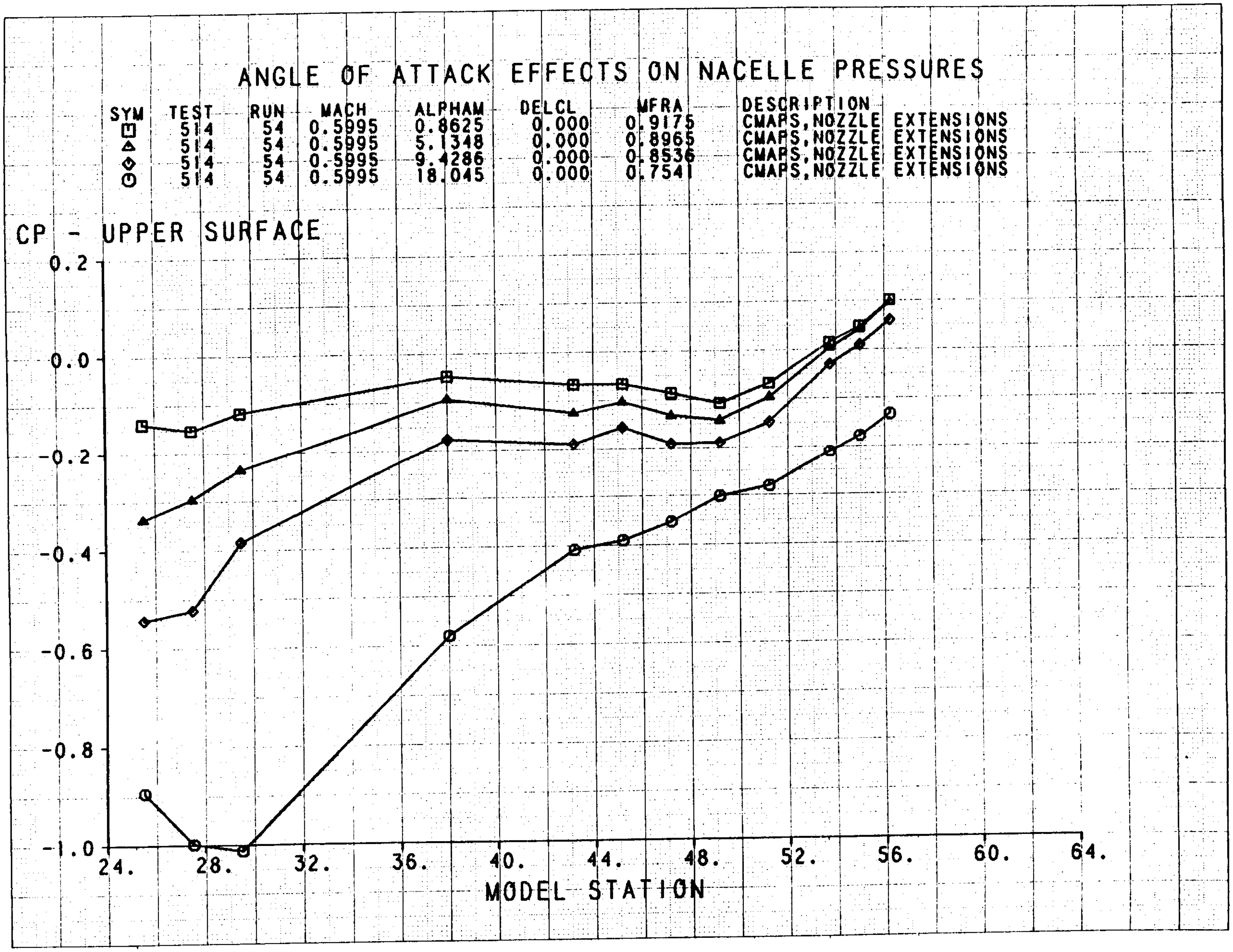
60.
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 54 0.5995 0.8625 0.000 0.9175 CMAPS, NOZZLE EXTENSIONS
△ 514 54 0.5995 5.1348 0.000 0.8965 CMAPS, NOZZLE EXTENSIONS
◇ 514 54 0.5995 9.4286 0.000 0.8536 CMAPS, NOZZLE EXTENSIONS
○ 514 54 0.5995 18.045 0.000 0.7541 CMAPS, NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
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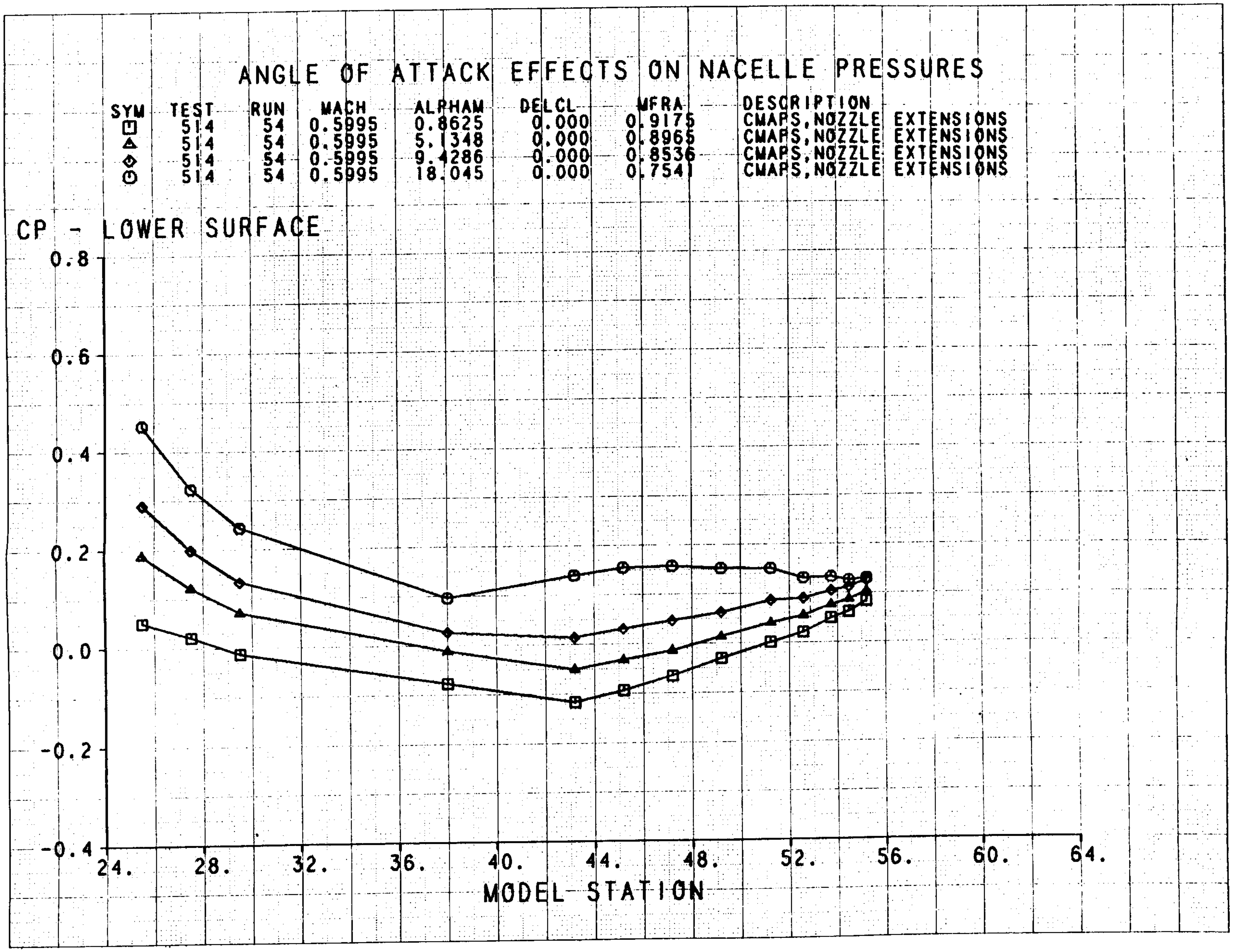
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 54 0.5995 5.1348 0.000 0.8965 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 9.4286 0.000 0.8536 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 18.045 0.000 0.7541 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
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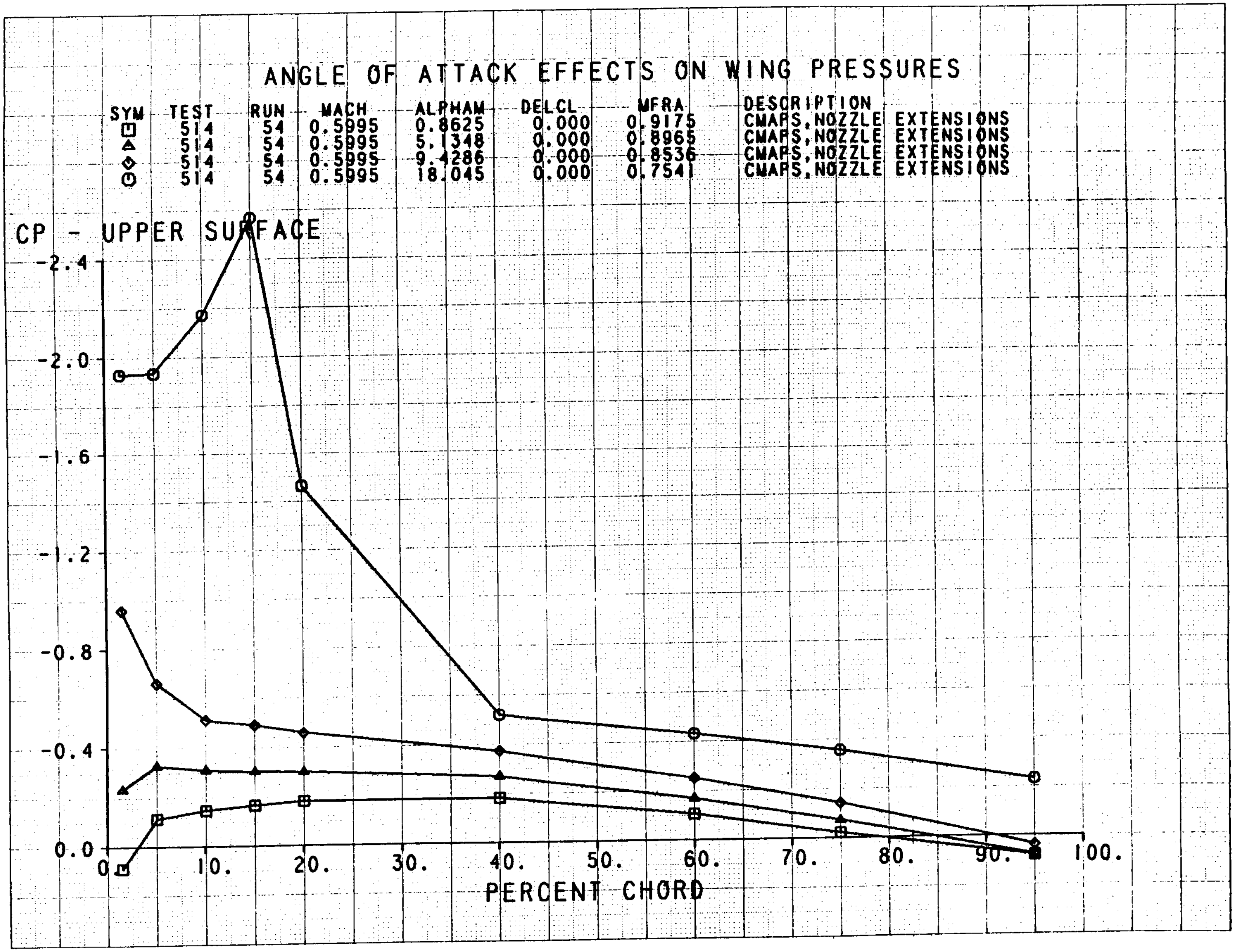
64.
MODEL STATION



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 54 0.5995 5.1348 0.000 0.8965 CMAPS, NOZZLE EXTENSIONS
514 54 0.5995 9.4286 0.000 0.8536 CMAPS, NOZZLE EXTENSIONS
514 54 0.5995 18.045 0.000 0.7541 CMAPS, NOZZLE EXTENSIONS
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
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10.
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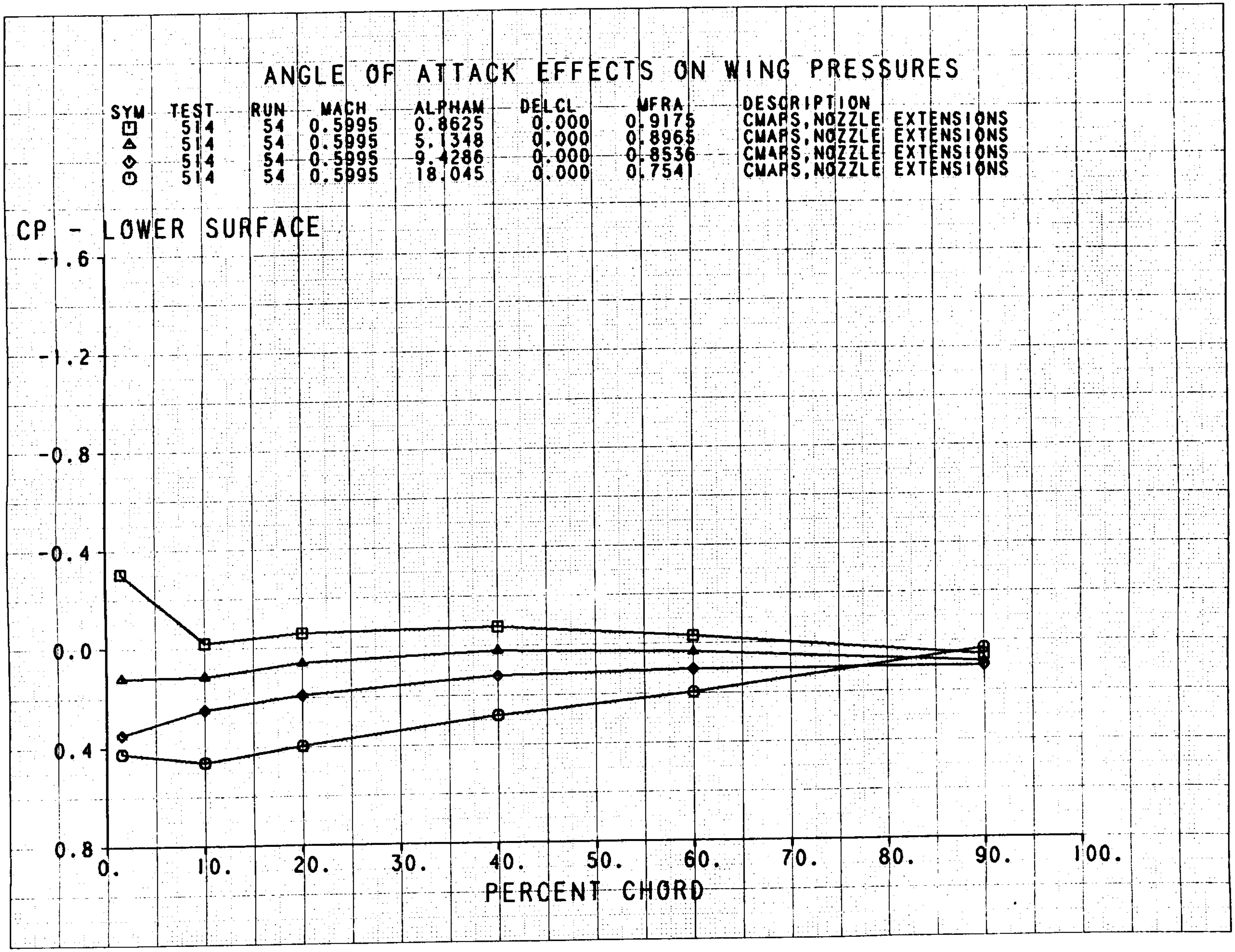
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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△ 514 54 0.5995 5.1348 0.000 0.8965 CMAPS,NOZZLE EXTENSIONS
◇ 514 54 0.5995 9.4286 0.000 0.8536 CMAPS,NOZZLE EXTENSIONS
⊙ 514 54 0.5995 18.045 0.000 0.7541 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
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10.
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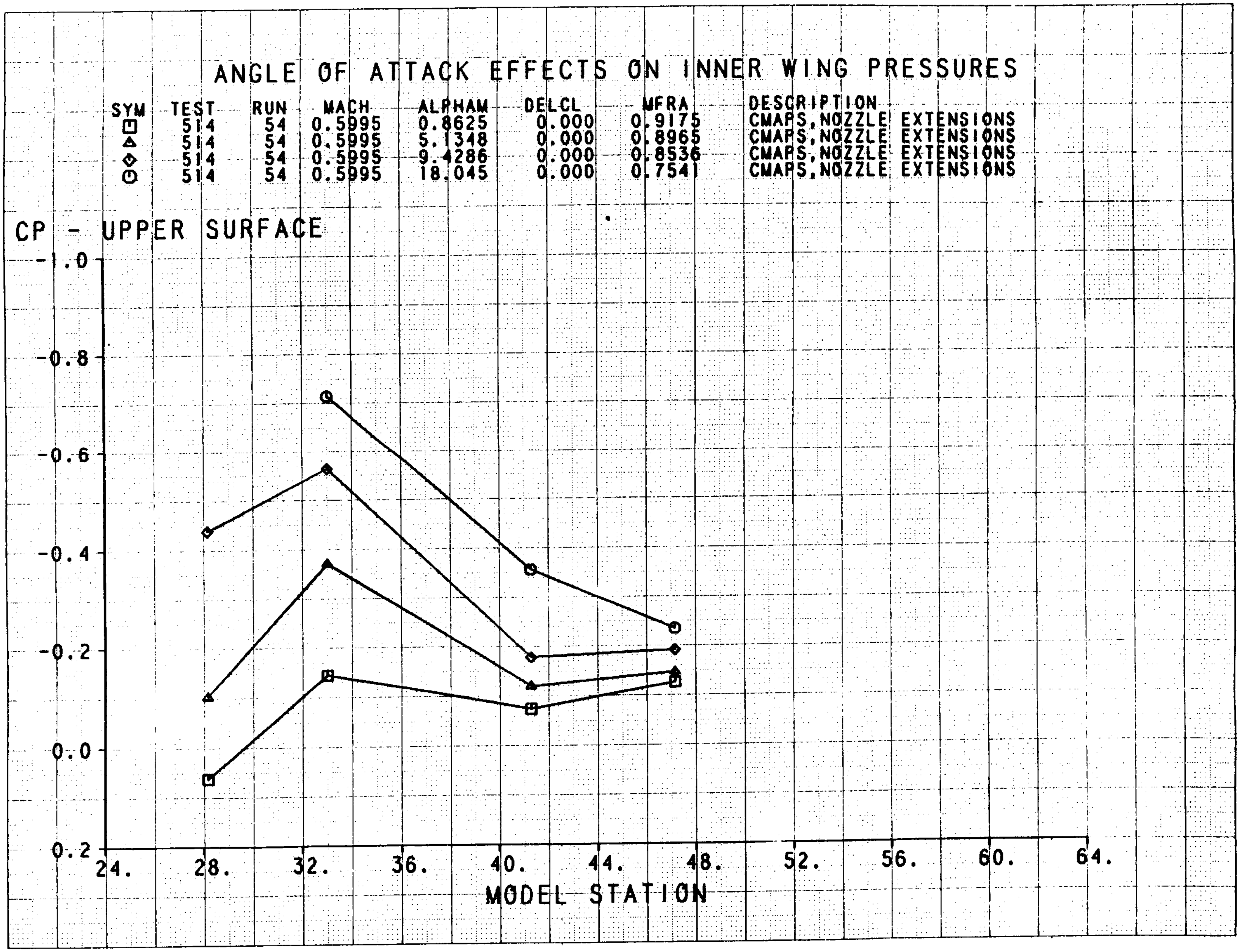
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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△ 514 54 0.5995 5.1348 0.000 0.8965 CMAPS,NOZZLE EXTENSIONS
◇ 514 54 0.5995 9.4286 0.000 0.8536 CMAPS,NOZZLE EXTENSIONS
⊙ 514 54 0.5995 18.045 0.000 0.7541 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
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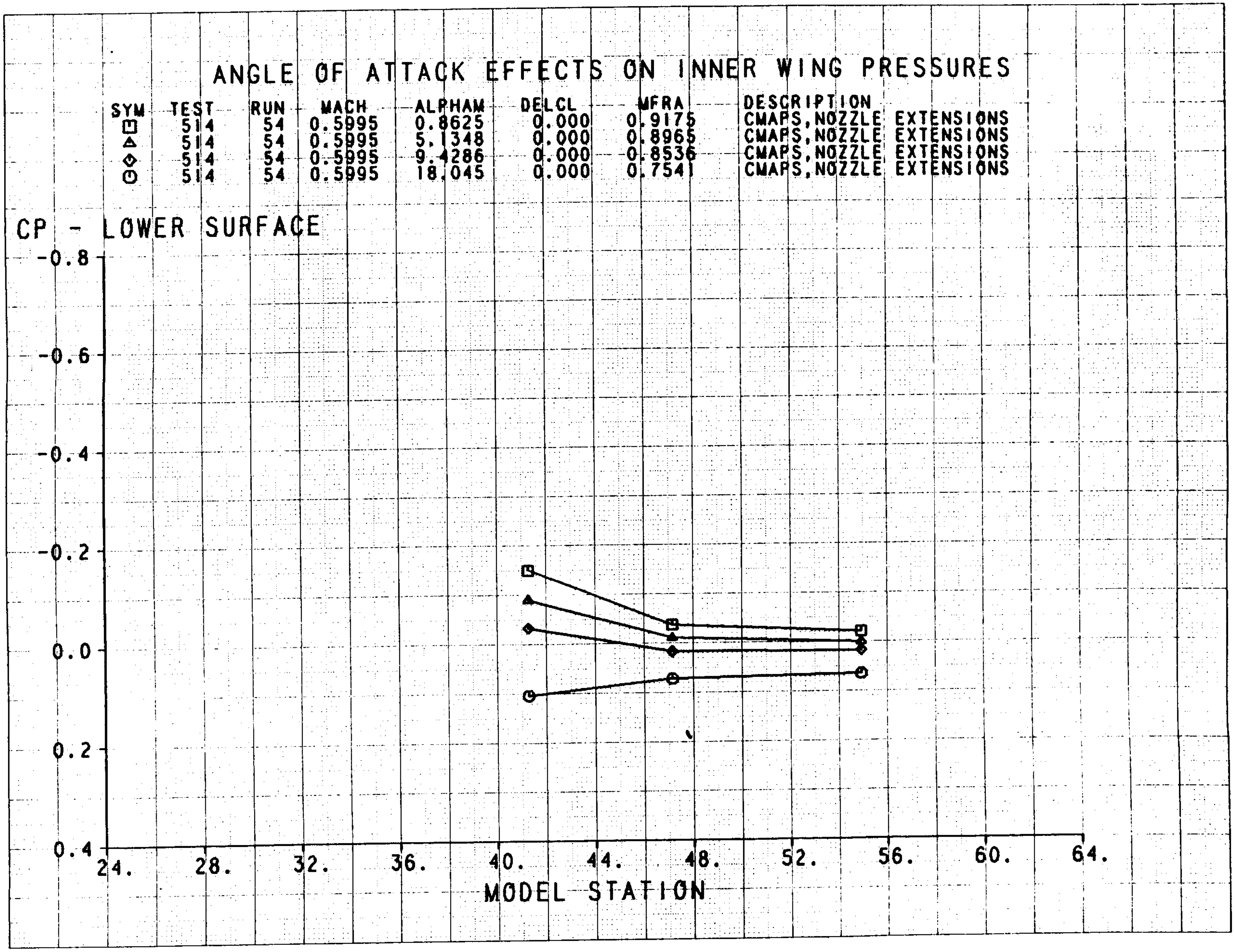
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 54 0.5995 5.1348 0.000 0.8965 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 9.4286 0.000 0.8536 CMAPS,NOZZLE EXTENSIONS
514 54 0.5995 18.045 0.000 0.7541 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
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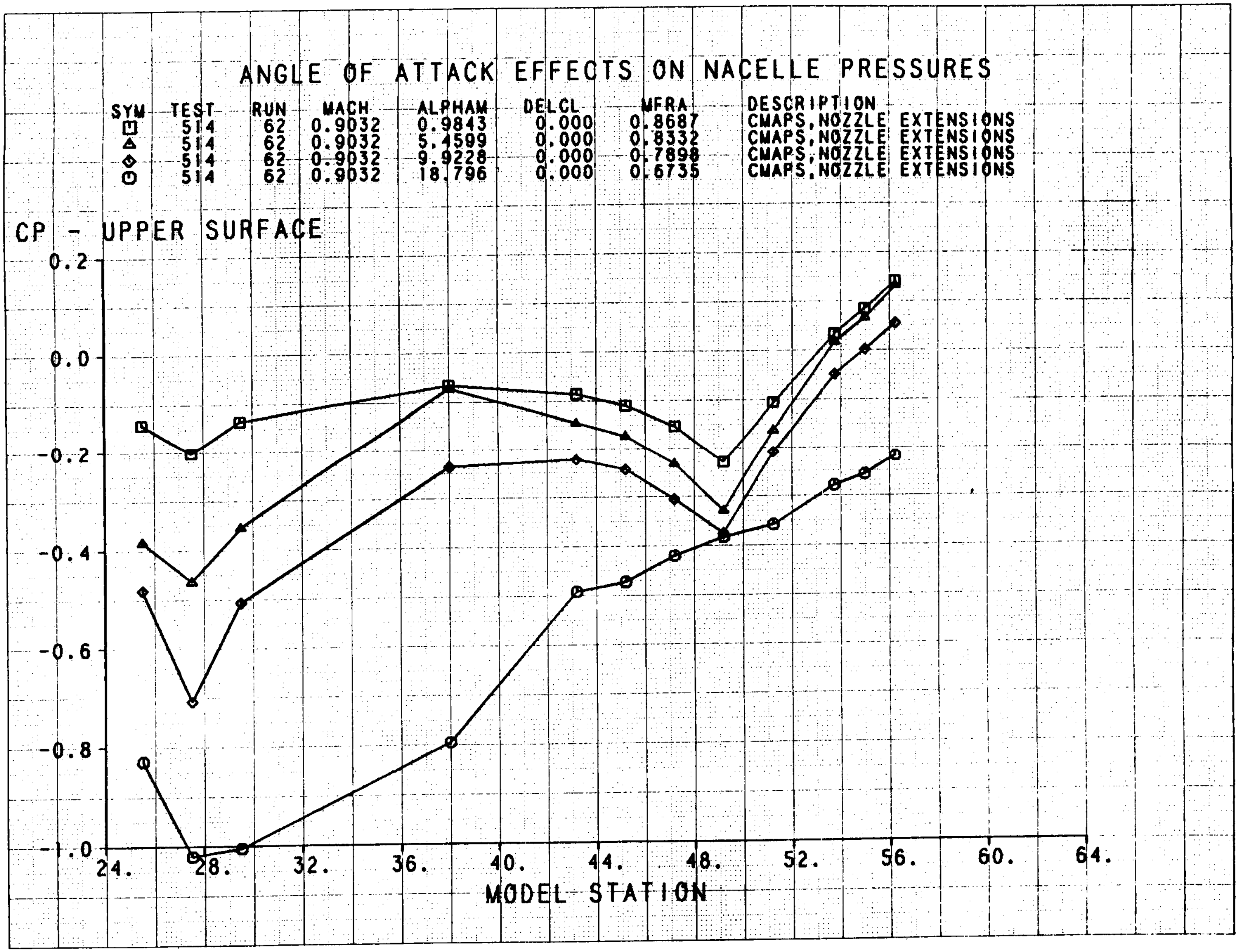
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 62 0.9032 0.9843 0.000 0.8687 CMAPS, NOZZLE EXTENSIONS
514 62 0.9032 5.4599 0.000 0.8332 CMAPS, NOZZLE EXTENSIONS
514 62 0.9032 9.9228 0.000 0.7898 CMAPS, NOZZLE EXTENSIONS
514 62 0.9032 18.796 0.000 0.6735 CMAPS, NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
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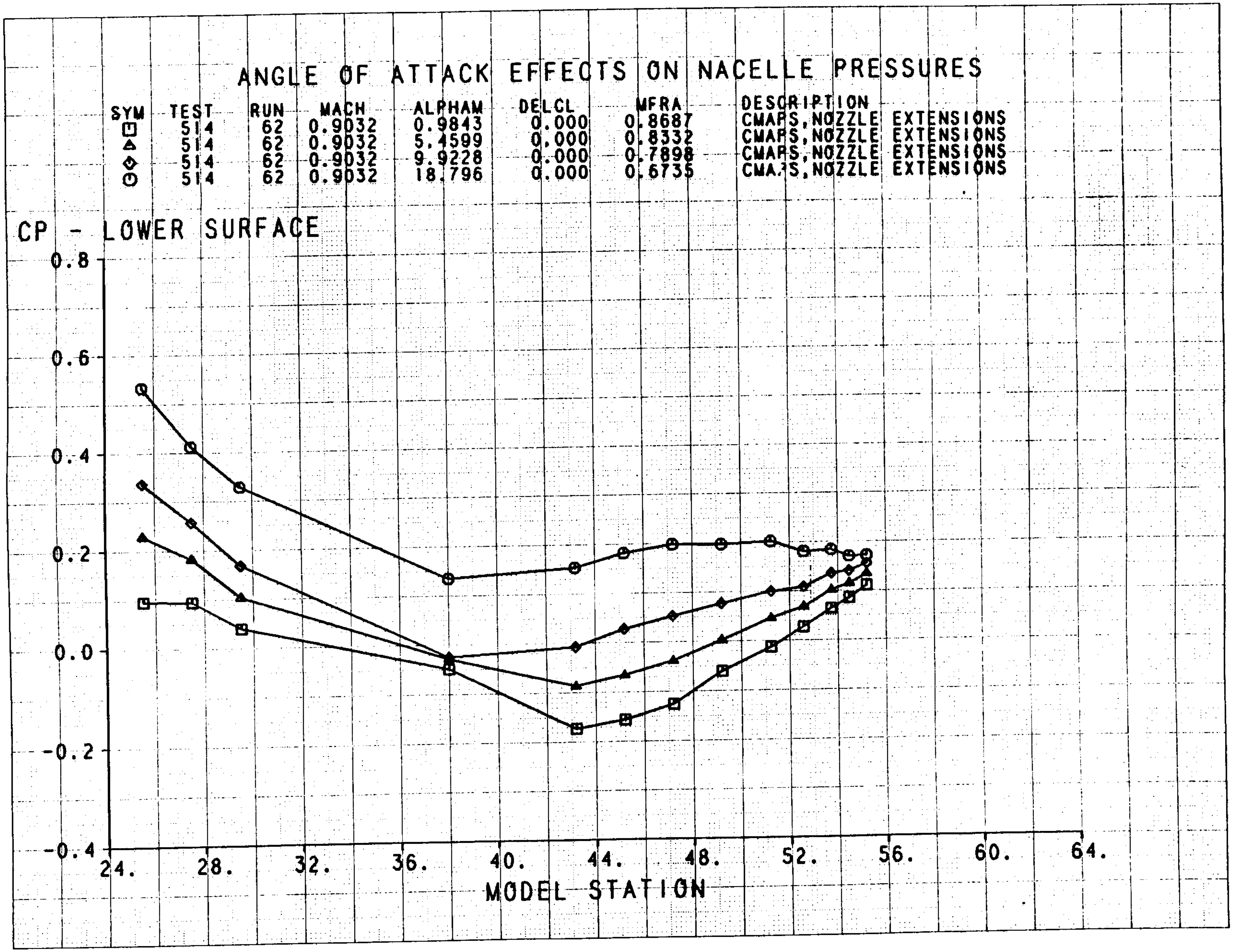
52.
56.
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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△ 514 62 0.9032 5.4599 0.000 0.8332 CMARS,NOZZLE EXTENSIONS
◇ 514 62 0.9032 9.9228 0.000 0.7898 CMARS,NOZZLE EXTENSIONS
○ 514 62 0.9032 18.796 0.000 0.6735 CMARS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
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32.
36.
40.
44.
48.
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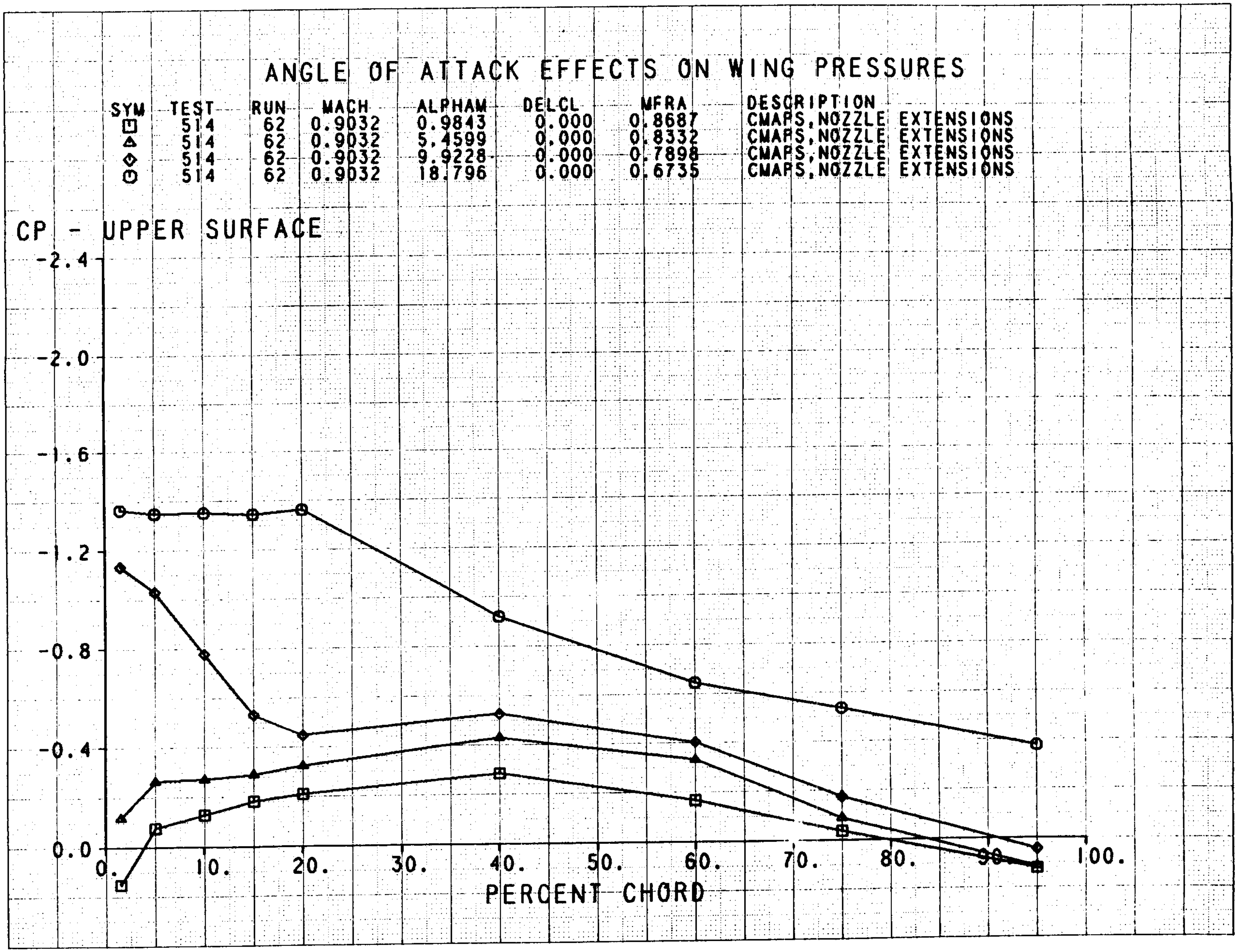
56.
60.
64.
MODEL STATION

C-9


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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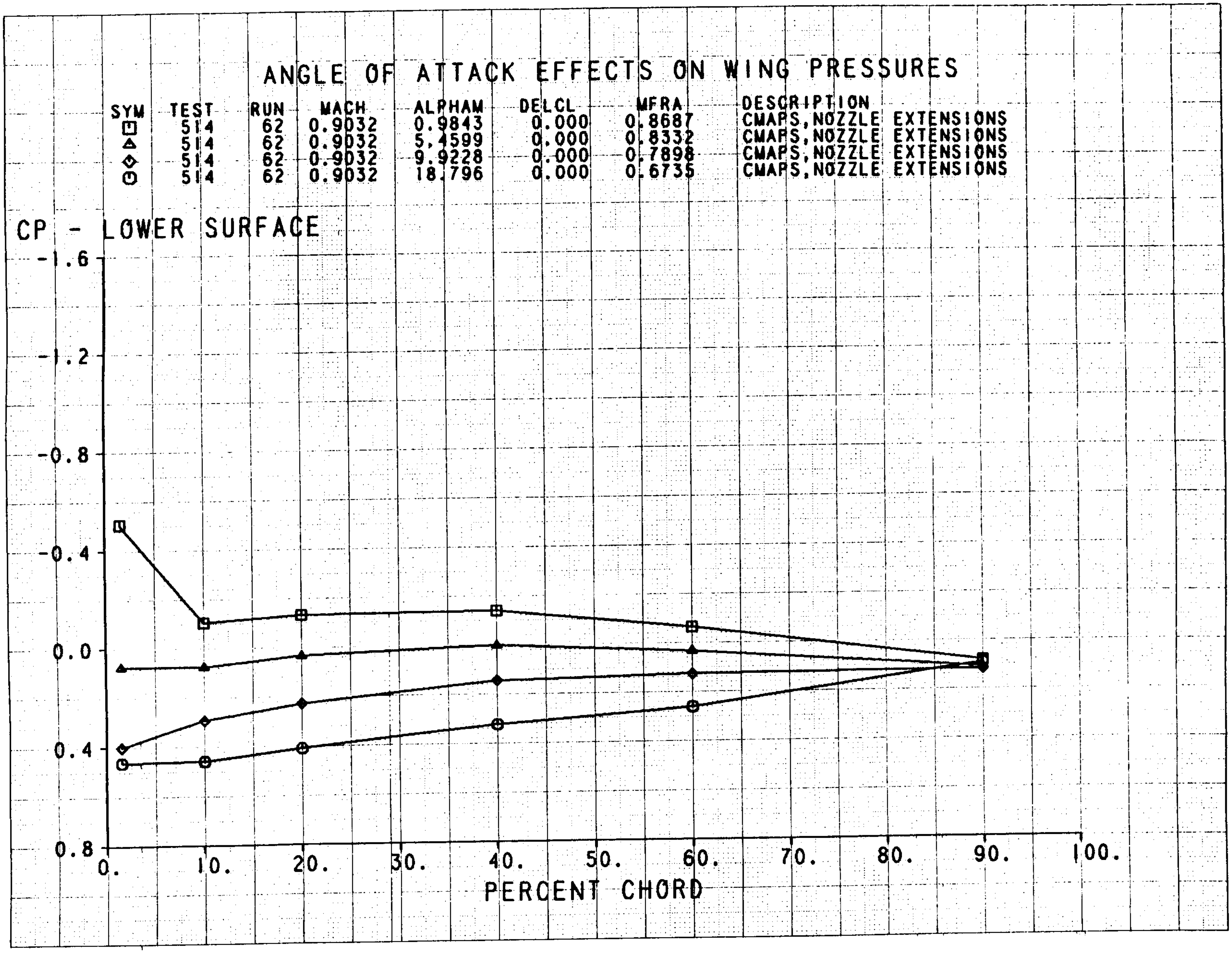
514 62 0.9032 5.4599 0.000 0.8332 CMAPS,NOZZLE EXTENSIONS
514 62 0.9032 9.9228 0.000 0.7898 CMAPS,NOZZLE EXTENSIONS
514 62 0.9032 18.796 0.000 0.6735 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD



ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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△ 514 62 0.9032 5.4599 0.000 0.8332 CMAPS,NOZZLE EXTENSIONS
◇ 514 62 0.9032 9.9228 0.000 0.7898 CMAPS,NOZZLE EXTENSIONS
⊙ 514 62 0.9032 18.796 0.000 0.6735 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
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100.
PERCENT CHORD

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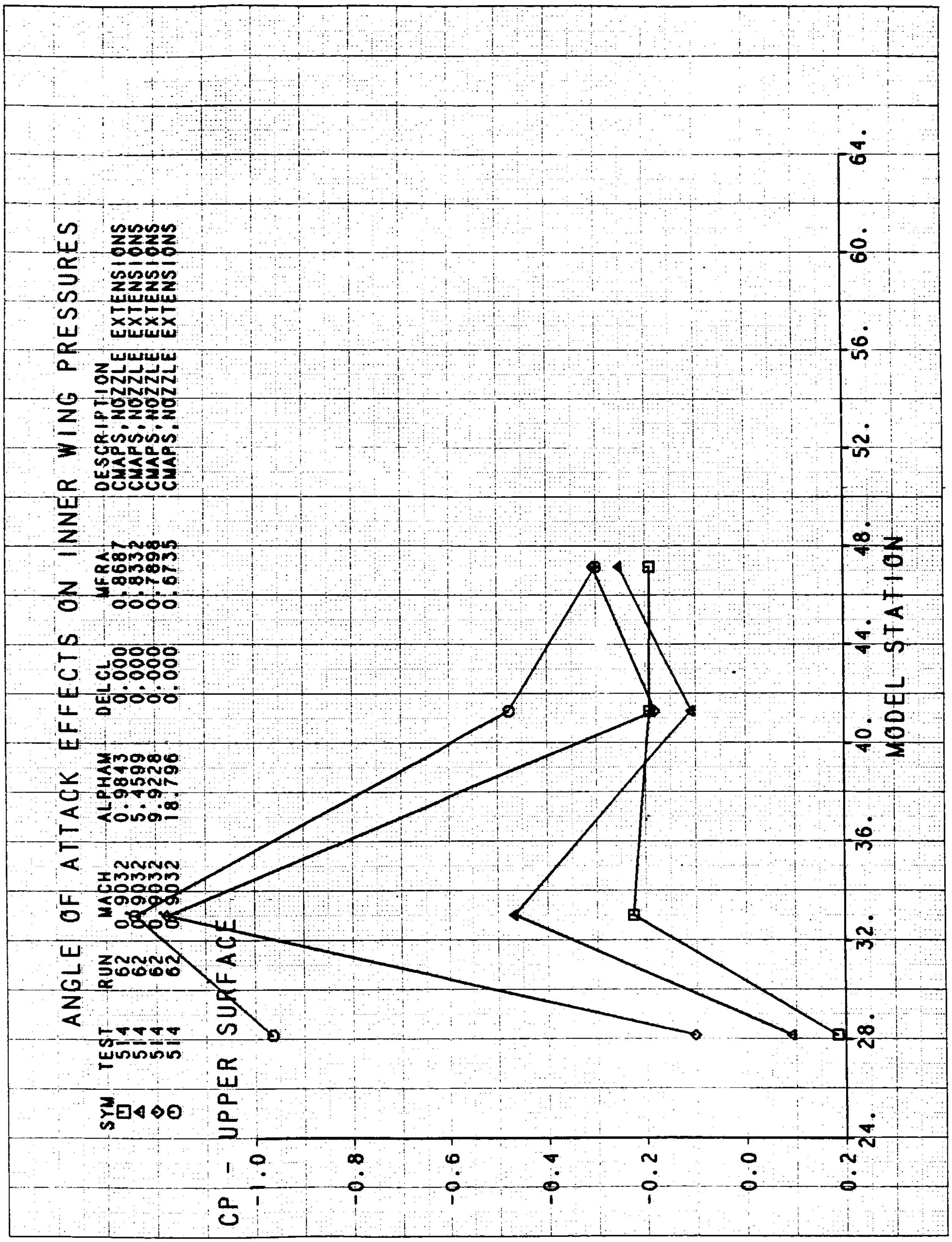
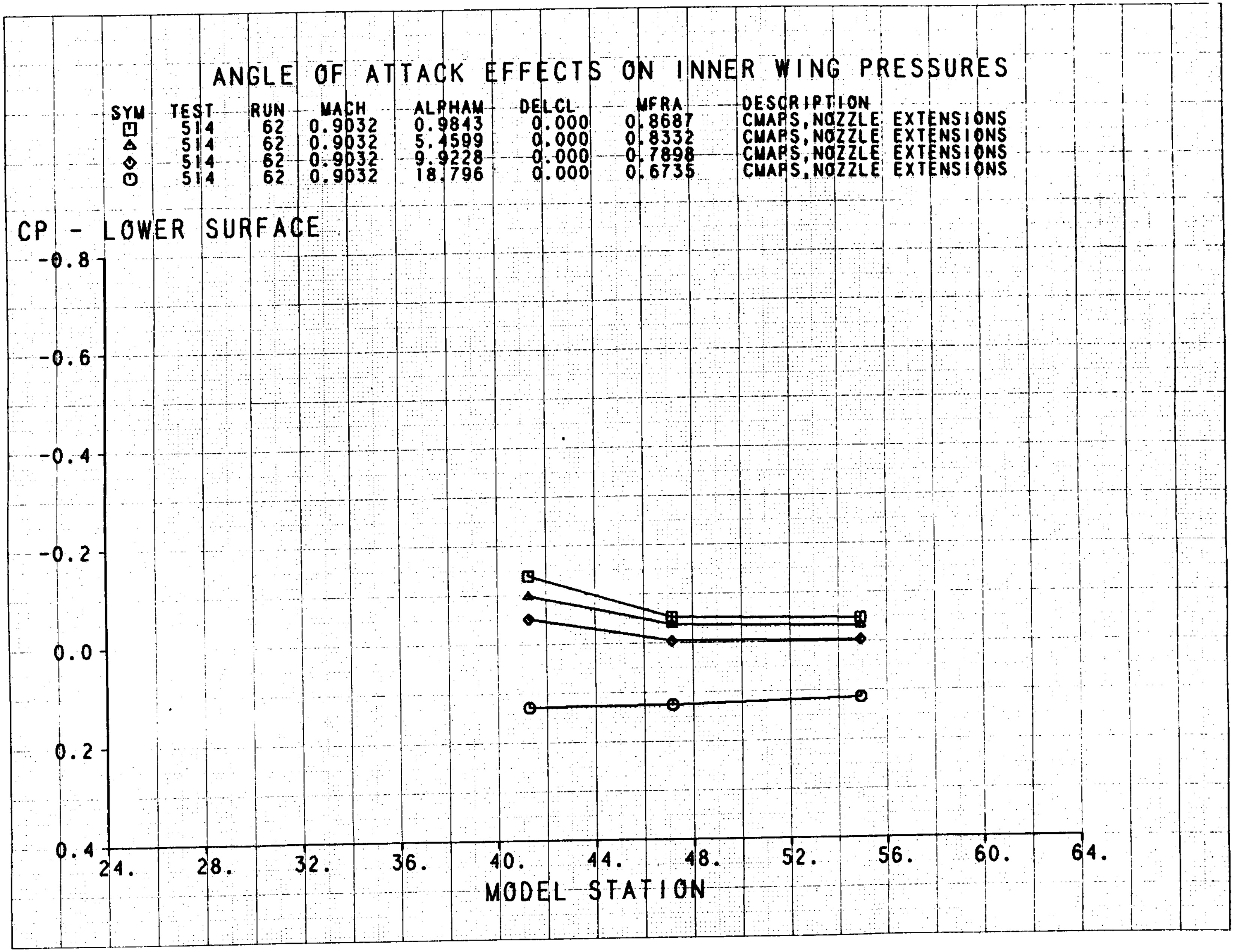
OF POOR QUALITY




ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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△ 514 62 0.9032 5.4599 0.000 0.8332 CMAPS,NOZZLE EXTENSIONS
◇ 514 62 0.9032 9.9228 0.000 0.7898 CMAPS,NOZZLE EXTENSIONS
○ 514 62 0.9032 18.796 0.000 0.6735 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
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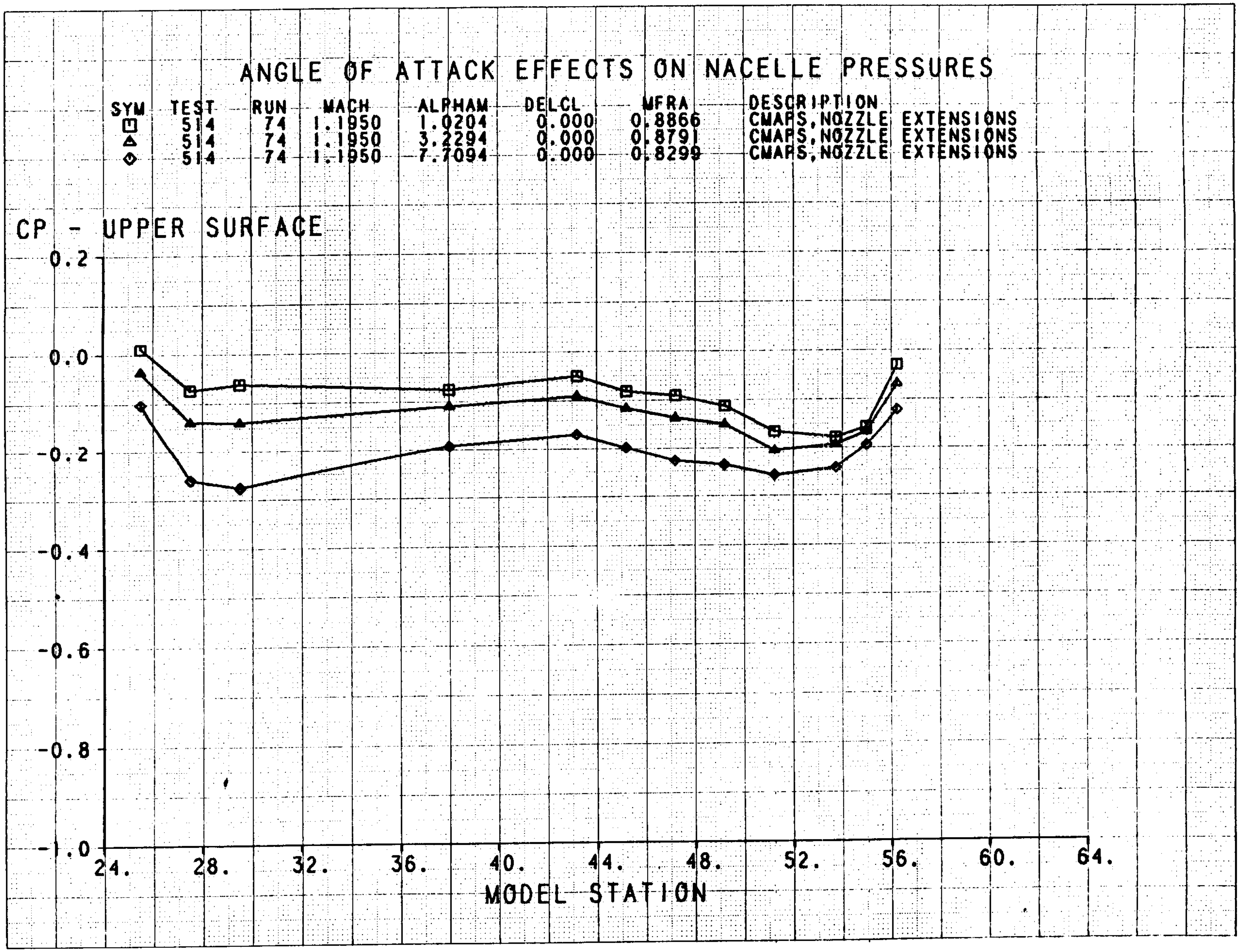
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 74 1.1950 1.0204 0.000 0.8866 CMAPS,NOZZLE EXTENSIONS
△ 514 74 1.1950 3.2294 0.000 0.8791 CMAPS,NOZZLE EXTENSIONS
◇ 514 74 1.1950 7.7094 0.000 0.8299 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
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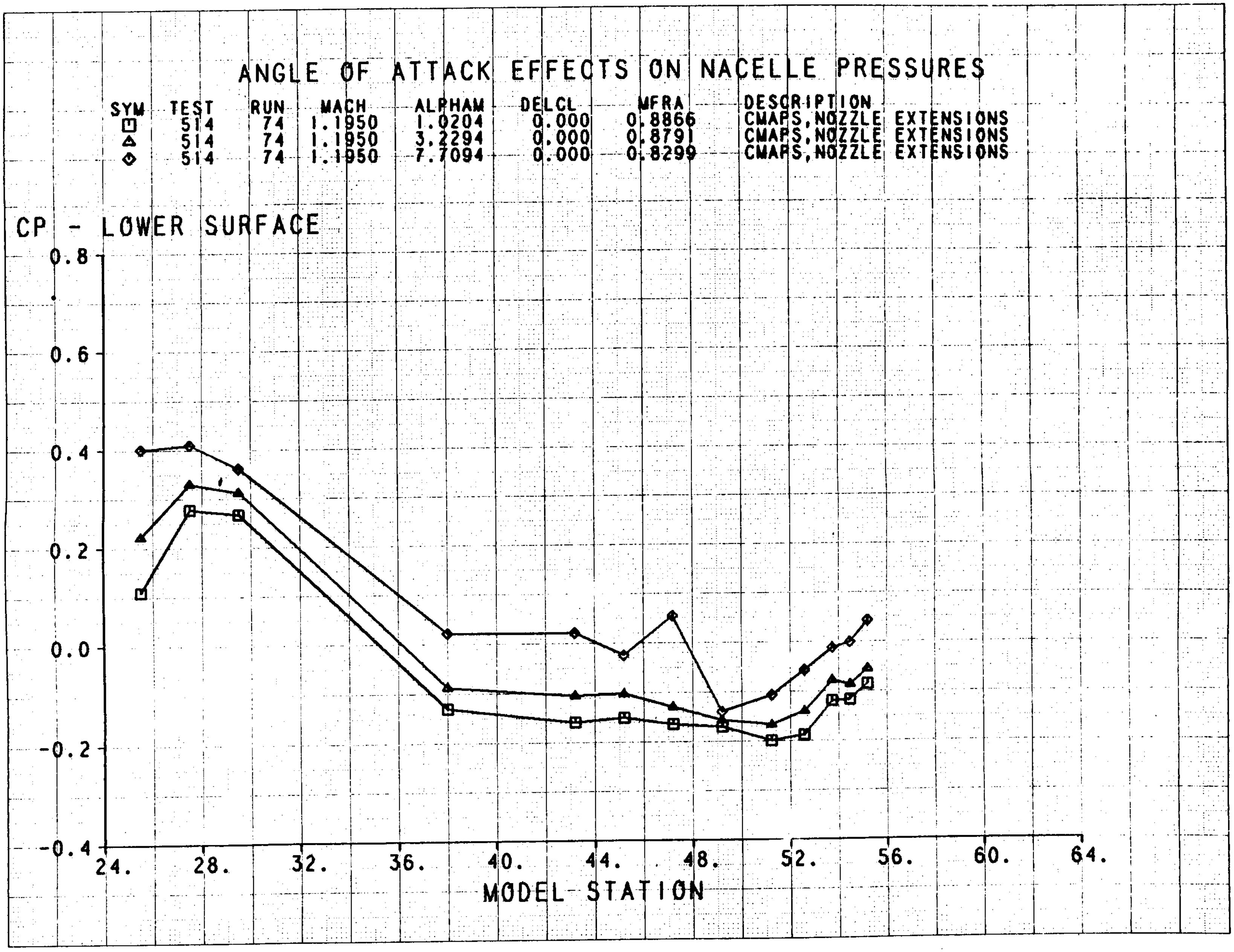
60.
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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514 74 1.1950 3.2294 0.000 0.8791 CMAPS,NOZZLE EXTENSIONS
514 74 1.1950 7.7094 0.000 0.8299 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
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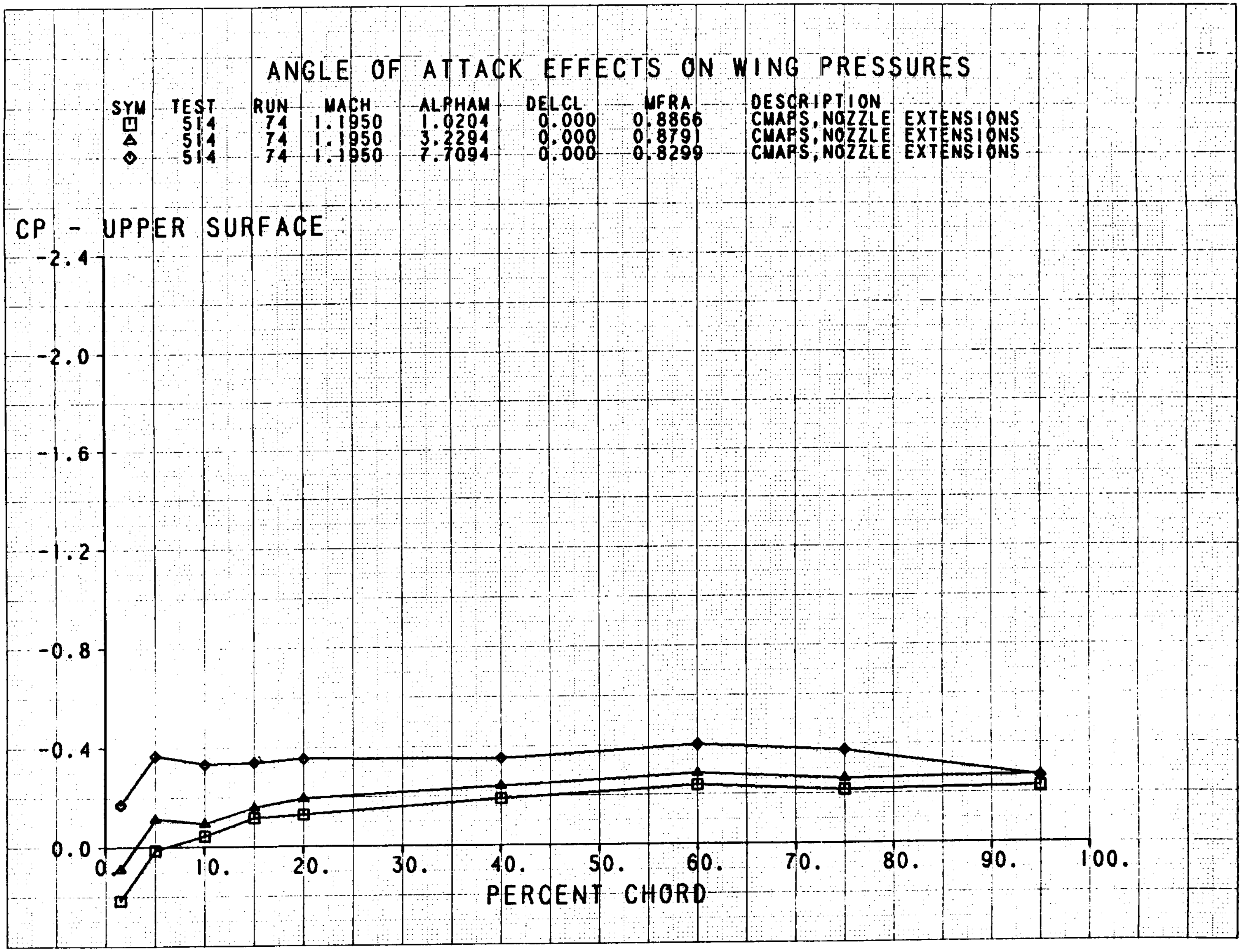
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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△ 514 74 1.1950 3.2294 0.000 0.8791 CMAPS,NOZZLE EXTENSIONS
◇ 514 74 1.1950 7.7094 0.000 0.8299 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
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70.
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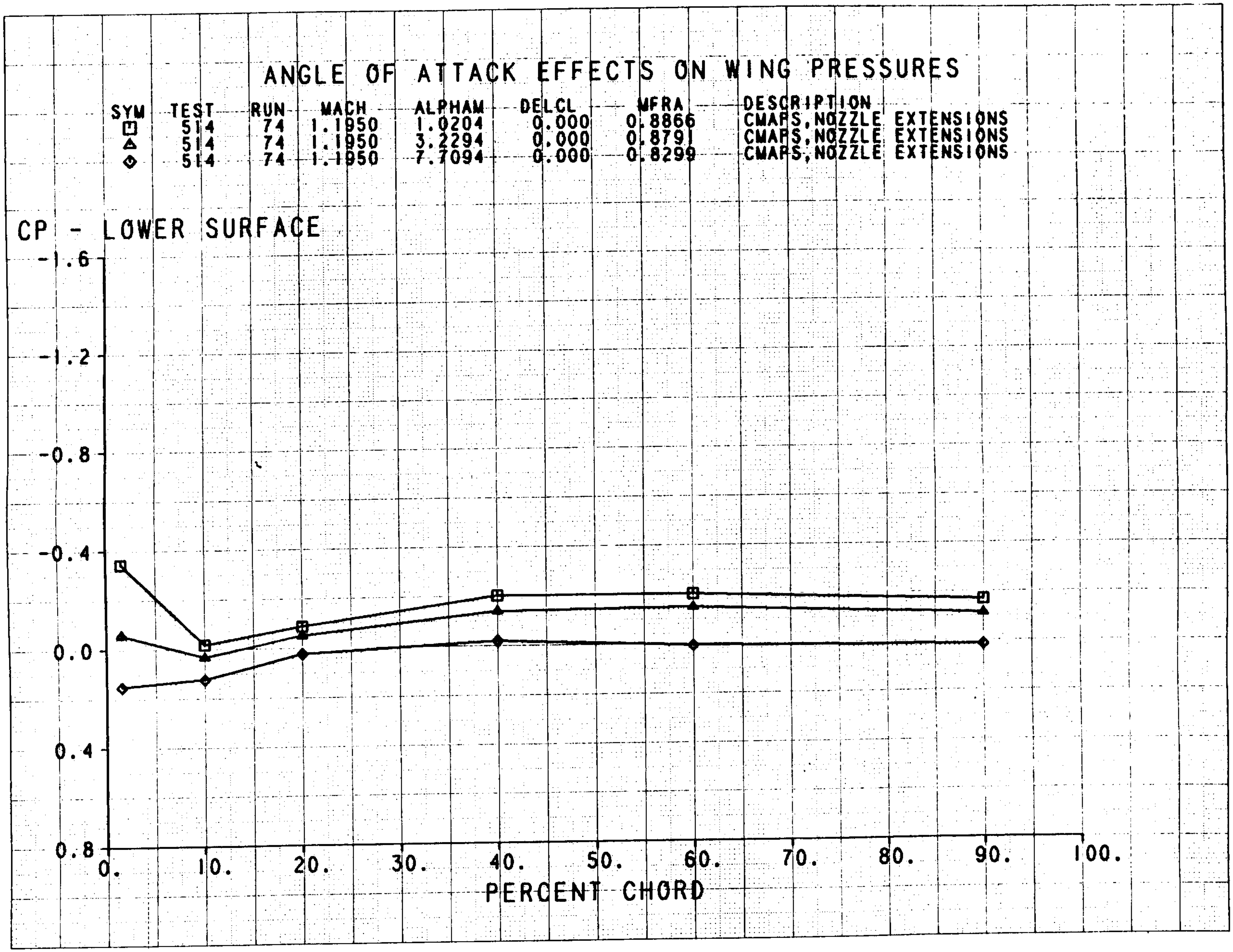
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 74 1.1950 1.0204 0.000 0.8866 CMAPS,NOZZLE EXTENSIONS
△ 514 74 1.1950 3.2294 0.000 0.8791 CMAPS,NOZZLE EXTENSIONS
◇ 514 74 1.1950 7.7094 0.000 0.8299 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
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30.
40.
50.
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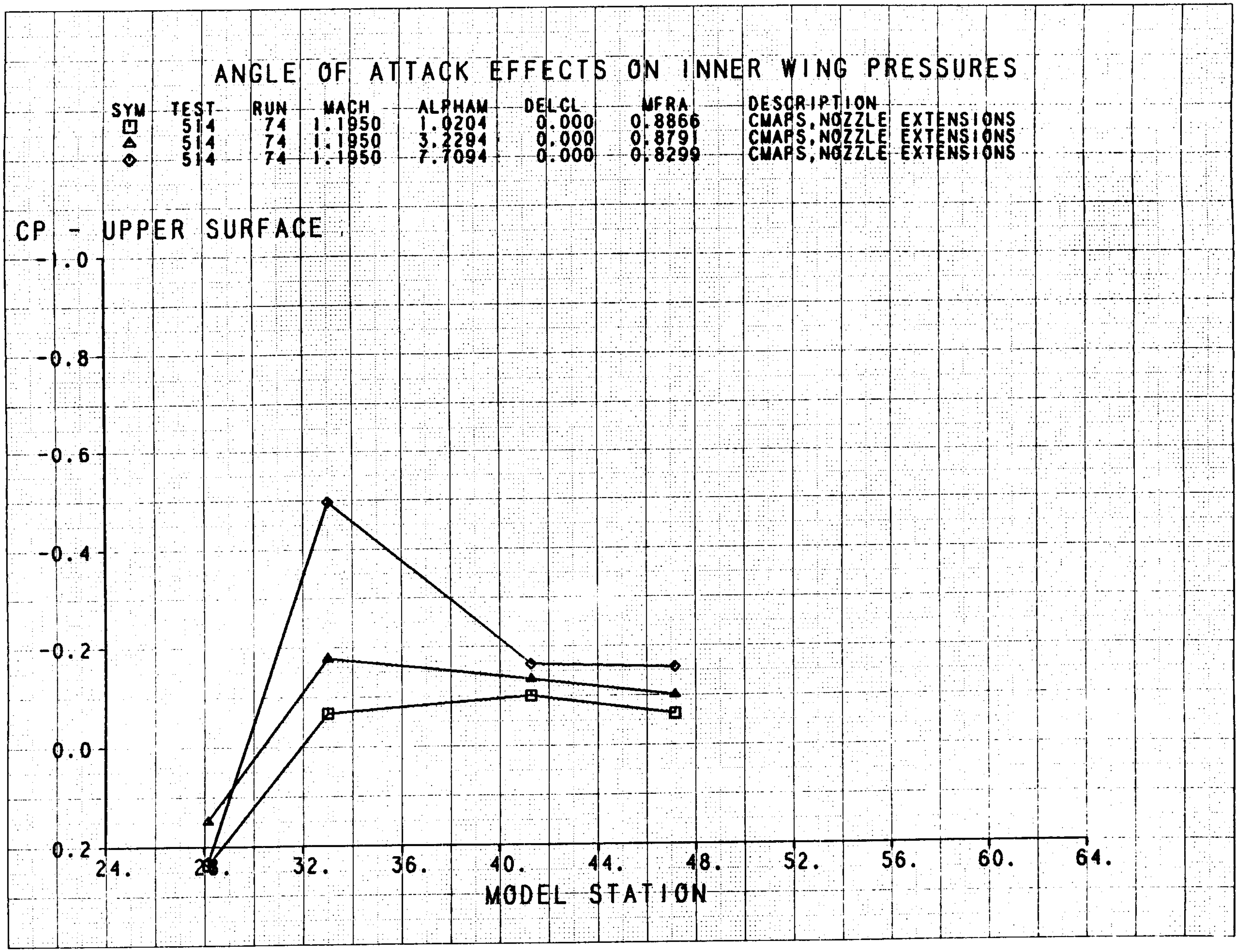
70.
80.
90.
100.
PERCENT CHORD


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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△ 514 74 1.1950 3.2294 0.000 0.8791 CMAPS,NOZZLE EXTENSIONS
◇ 514 74 1.1950 7.7094 0.000 0.8299 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
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24.
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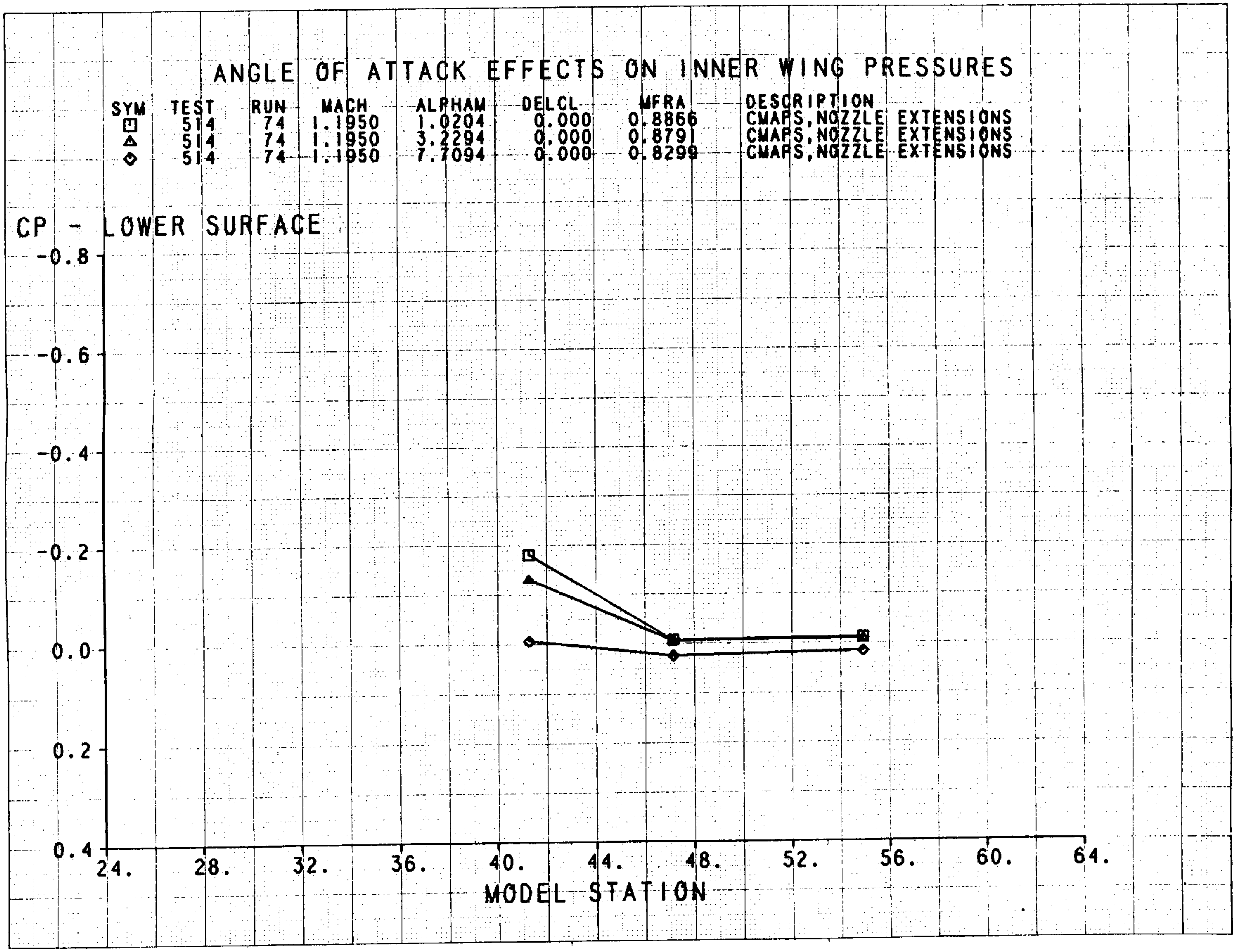
64.
MODEL STATION


ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
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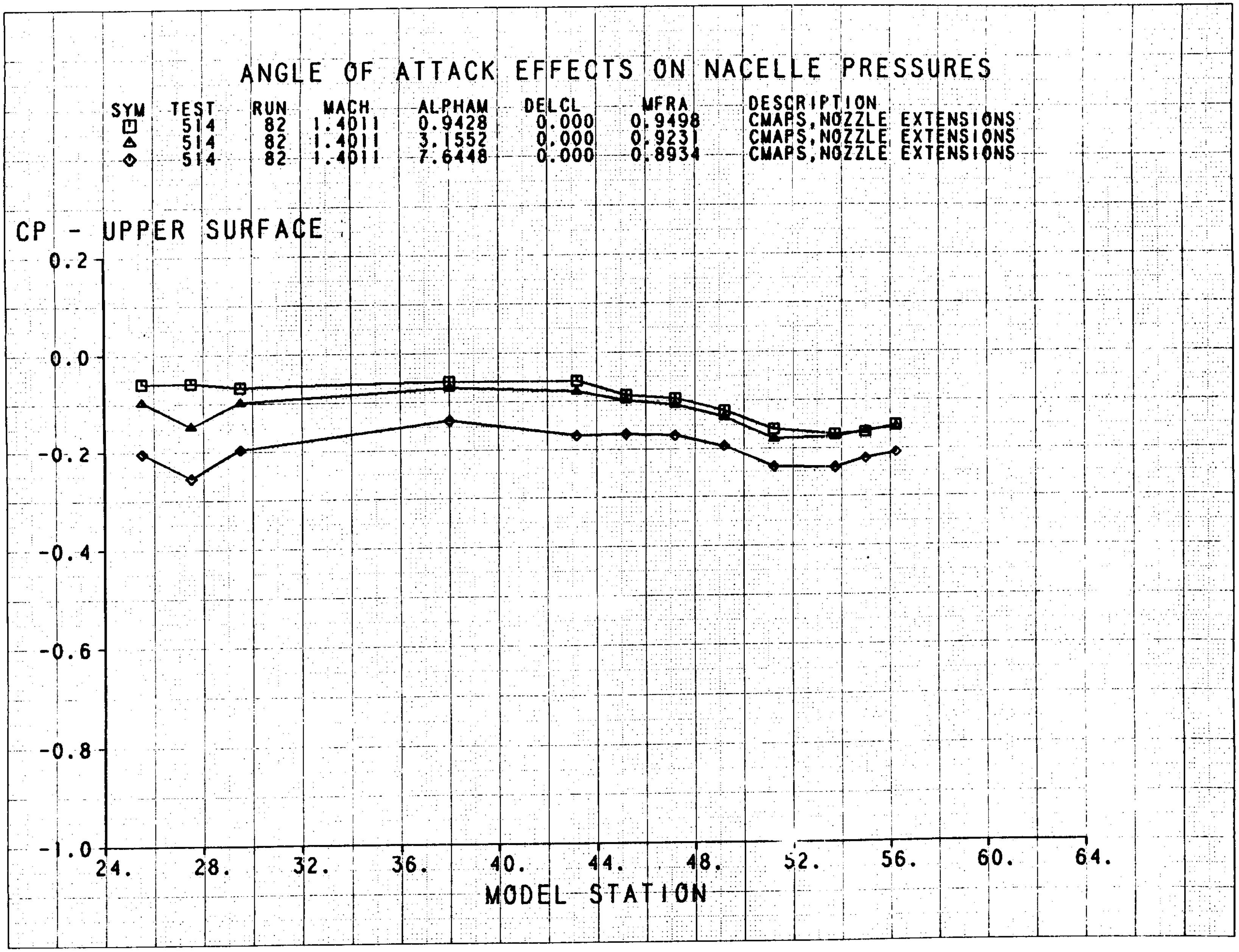
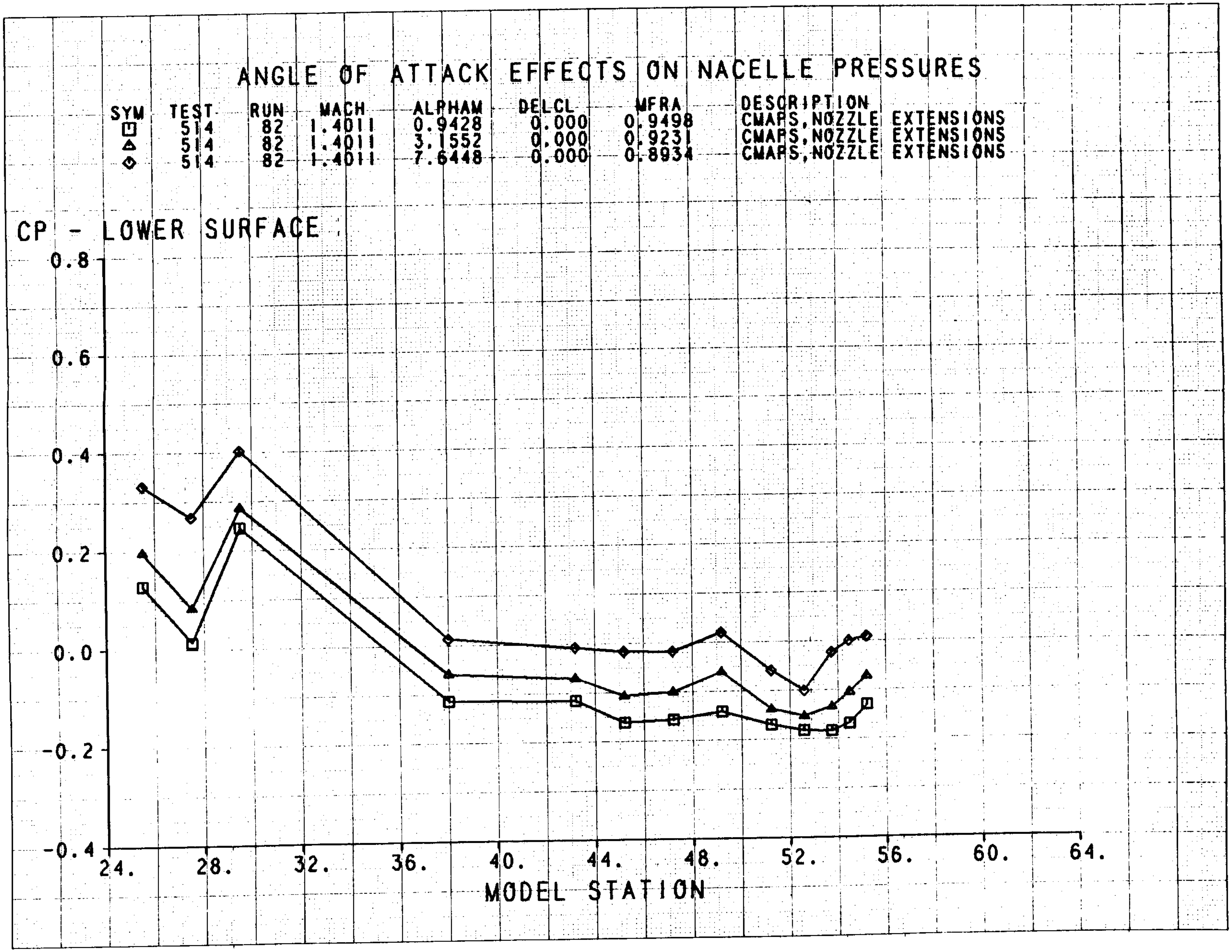
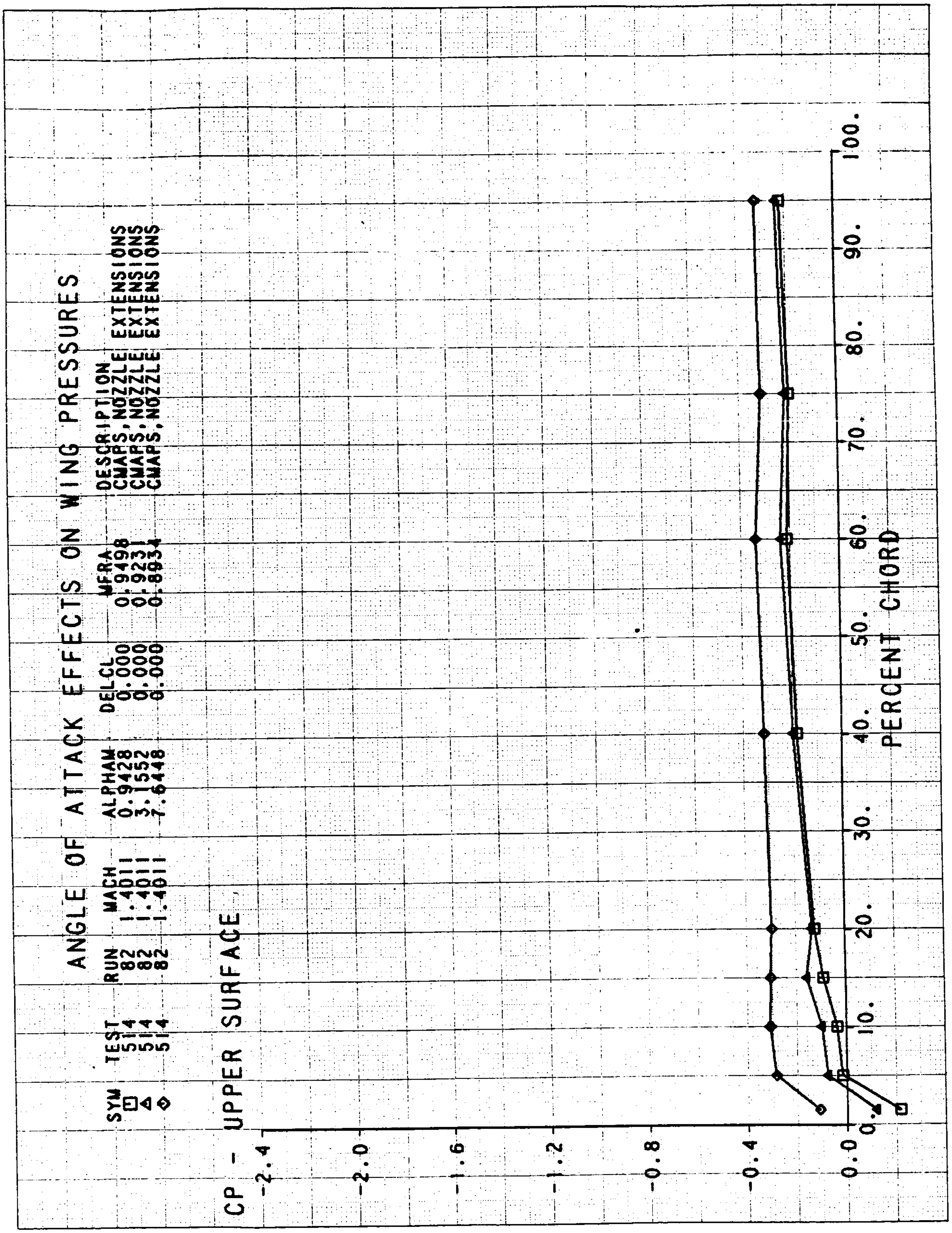
514 74 1.1950 3.2294 0.000 0.8791 CMAPS,NOZZLE EXTENSIONS
514 74 1.1950 7.7094 0.000 0.8299 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



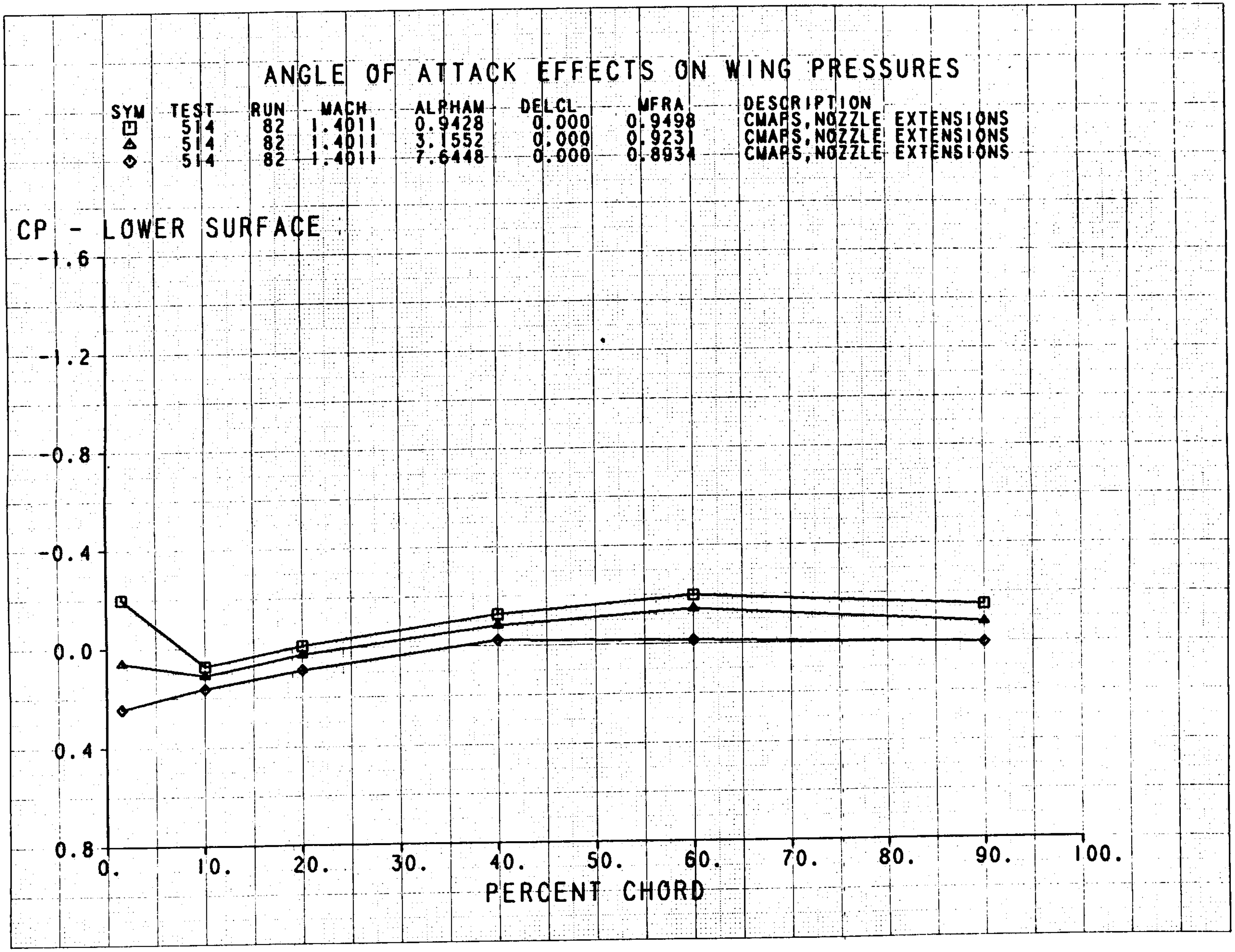
ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
514 82 1.4011 3.1552 0.000 0.9231 CMAPS,NOZZLE EXTENSIONS
514 82 1.4011 7.6448 0.000 0.8934 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
0.2
0.0
-0.2
-0.4
-0.6
-0.8
-1.0
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

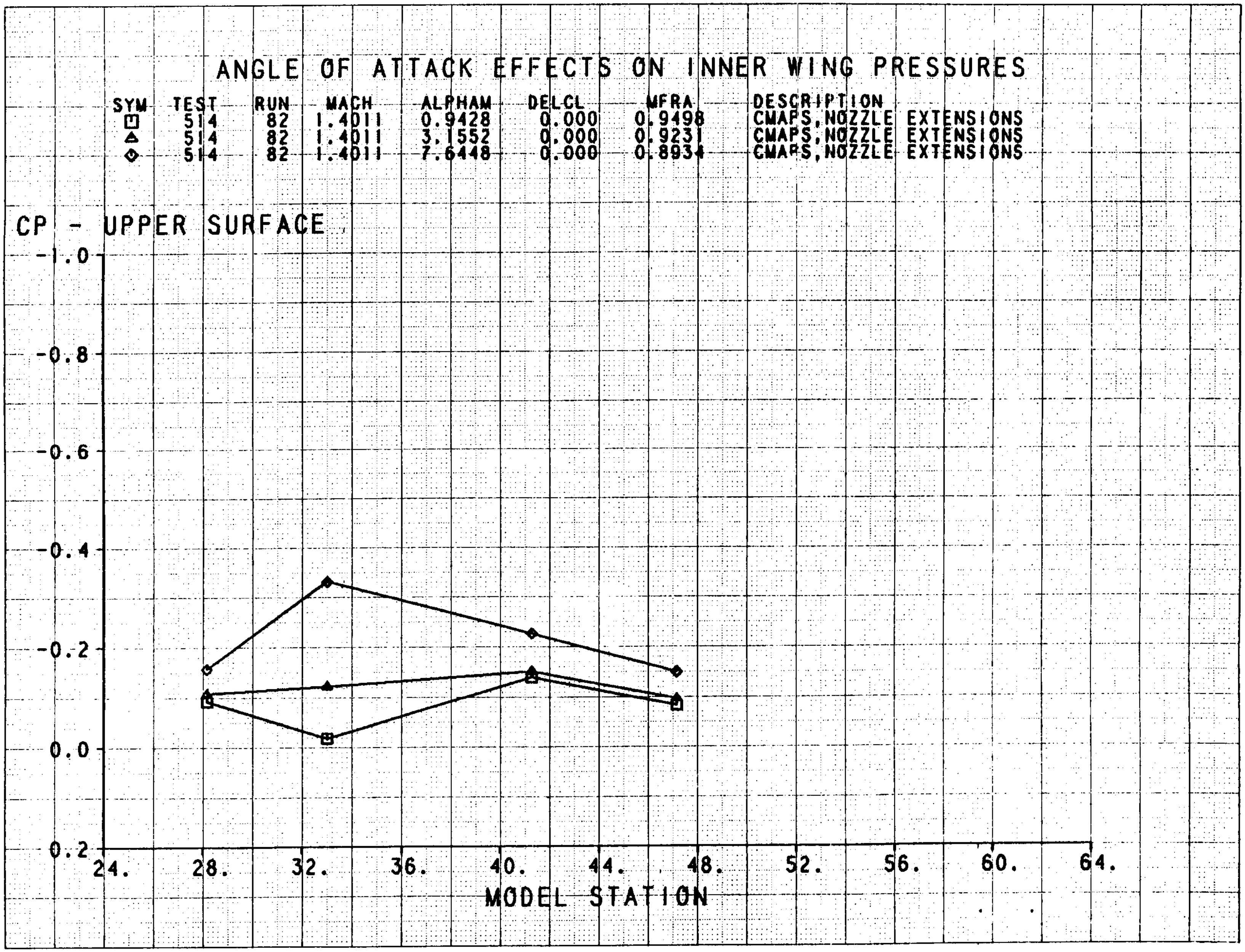


ANGLE OF ATTACK EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 82 1.4011 0.9428 0.000 0.9498 CMARS,NOZZLE EXTENSIONS
△ 514 82 1.4011 3.1552 0.000 0.9231 CMARS,NOZZLE EXTENSIONS
◇ 514 82 1.4011 7.6448 0.000 0.8934 CMARS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
0.8
0.6
0.4
0.2
0.0
-0.2
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

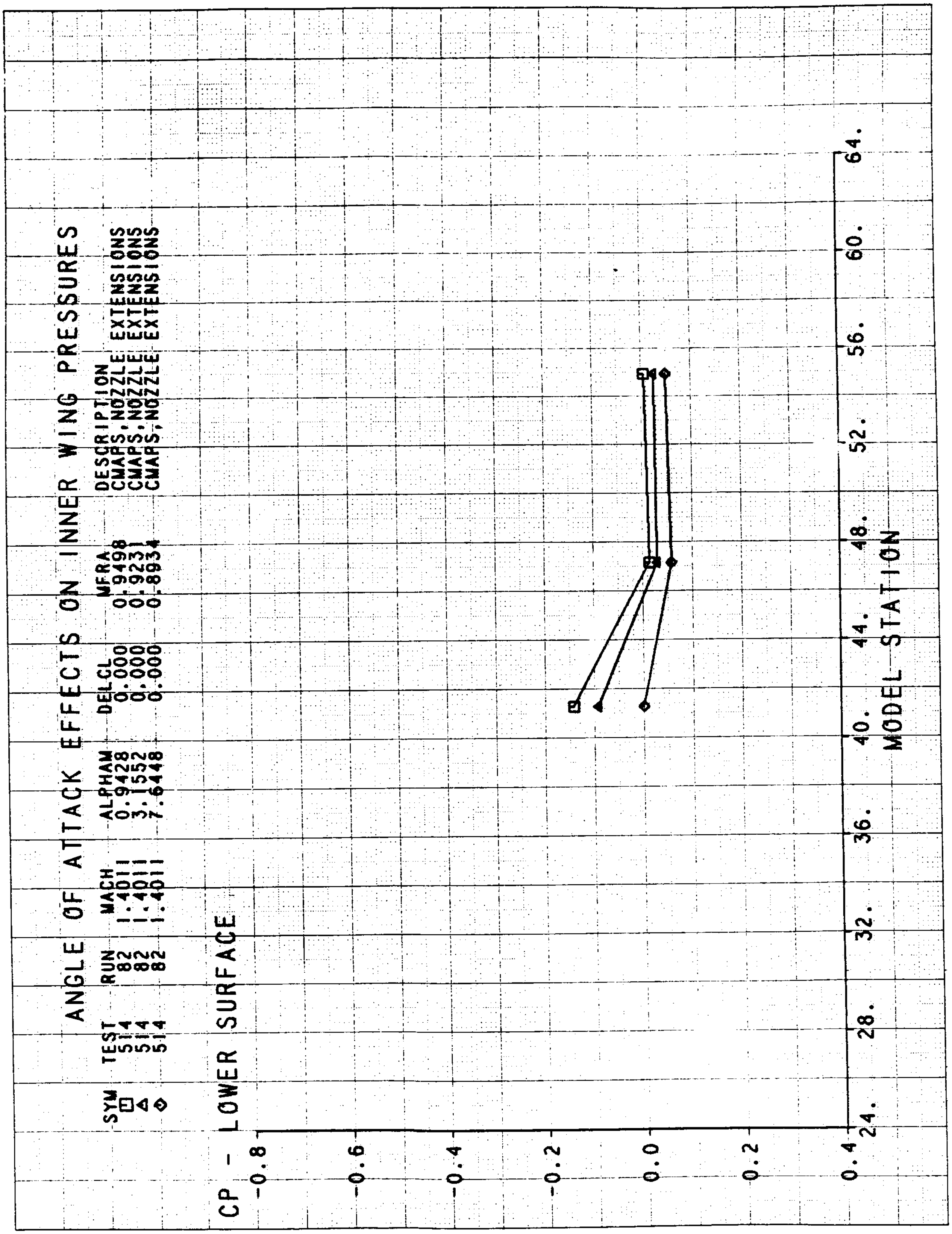


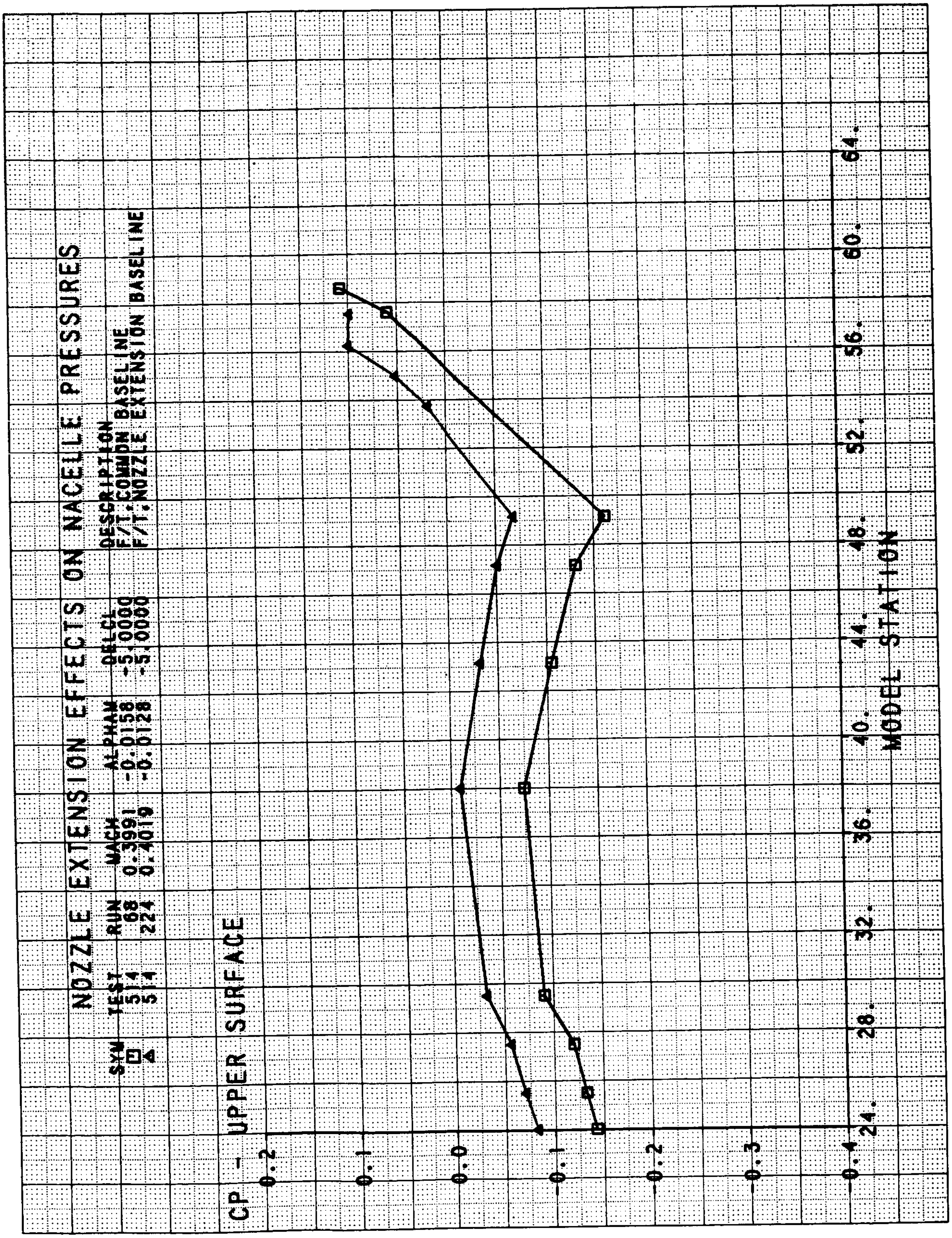
ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 82 1.4011 0.9428 0.000 0.9498 CMAPS, NOZZLE EXTENSIONS
△ 514 82 1.4011 3.1552 0.000 0.9231 CMAPS, NOZZLE EXTENSIONS
◇ 514 82 1.4011 7.6448 0.000 0.8934 CMAPS, NOZZLE EXTENSIONS
UPPER SURFACE
CP
-2.4
-2.0
-1.6
-1.2
-0.8
-0.4
0.0
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

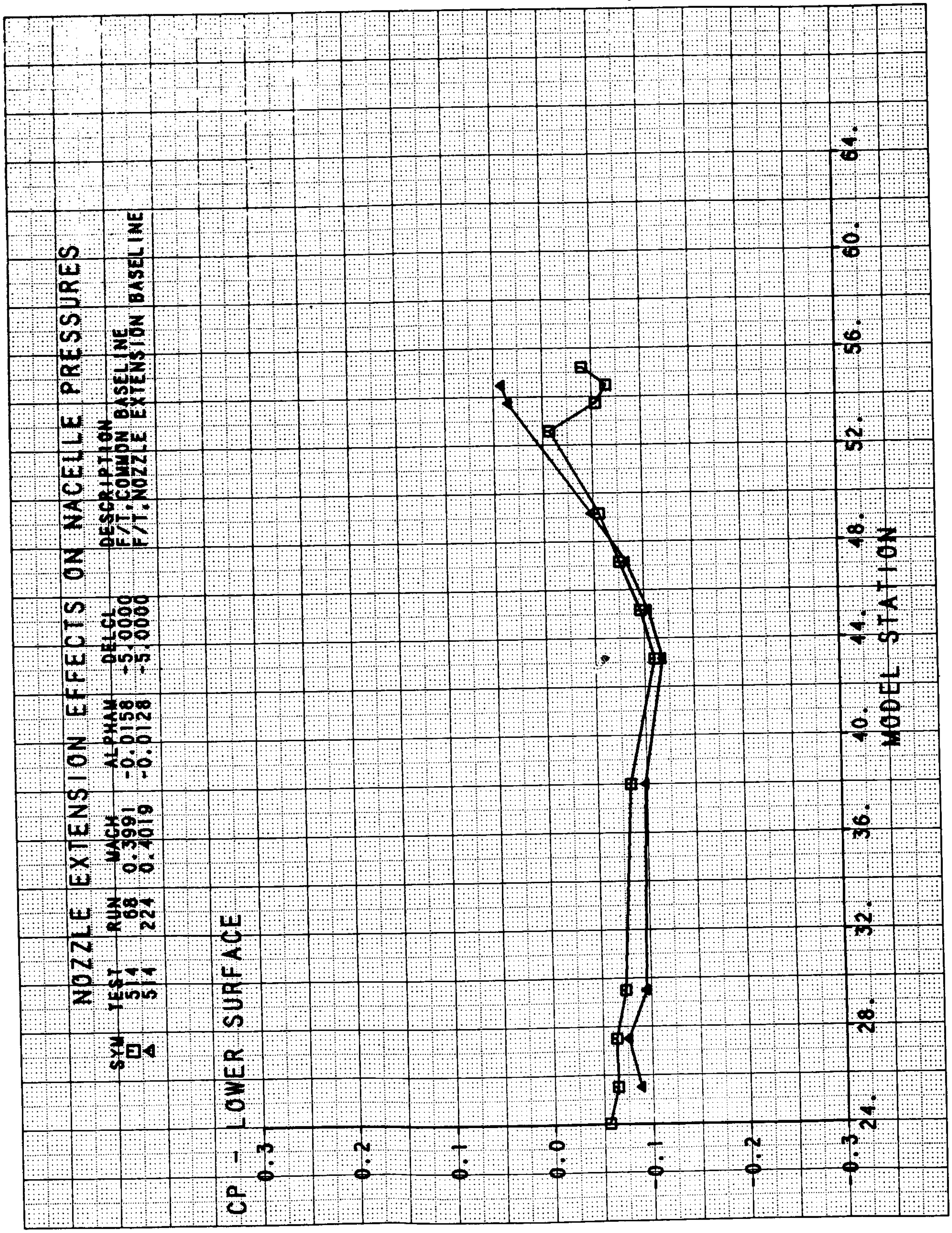

ANGLE OF ATTACK EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
△ 514 82 1.4011 3.1552 0.000 0.9231 CMAPS,NOZZLE EXTENSIONS
◇ 514 82 1.4011 7.6448 0.000 0.8934 CMAPS,NOZZLE EXTENSIONS
CP - LOWER SURFACE
-1.6
-1.2
-0.8
-0.4
0.0
0.4
0.8
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

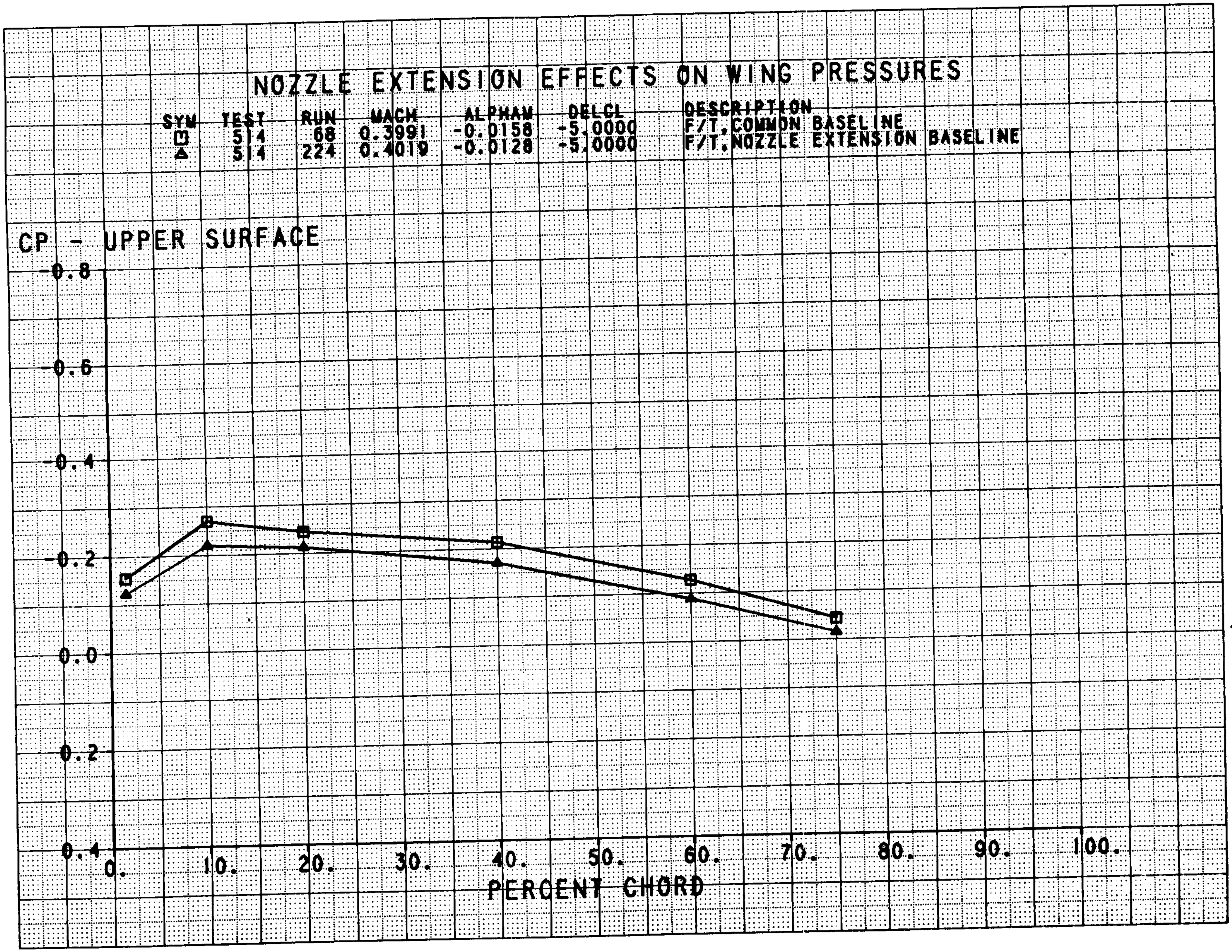


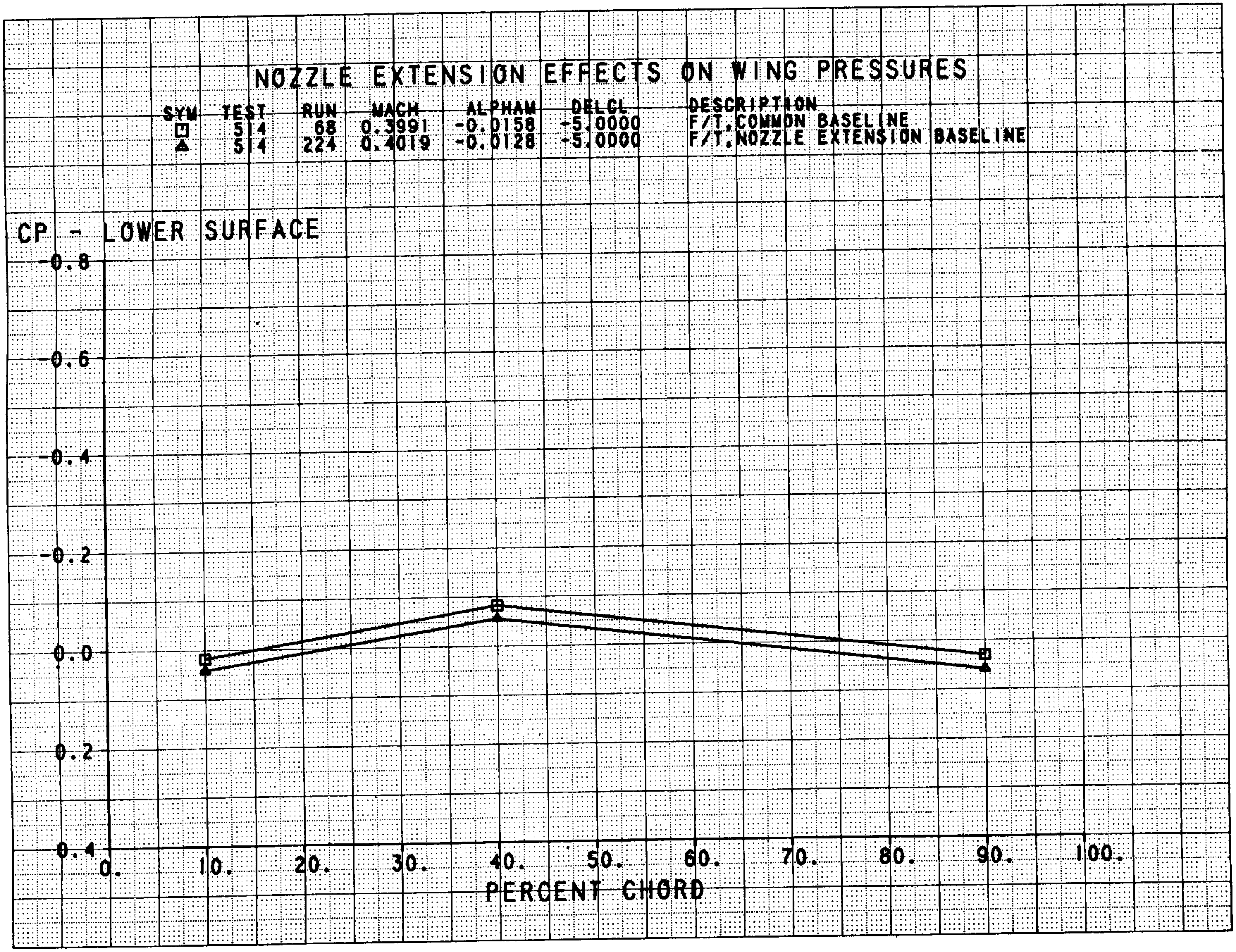
ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
514 82 1.4011 3.1552 0.000 0.9231 CMAPS,NOZZLE EXTENSIONS
514 82 1.4011 7.6448 0.000 0.8934 CMAPS,NOZZLE EXTENSIONS
CP - UPPER SURFACE
-1.0
-0.8
-0.6
-0.4
-0.2
0.0
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

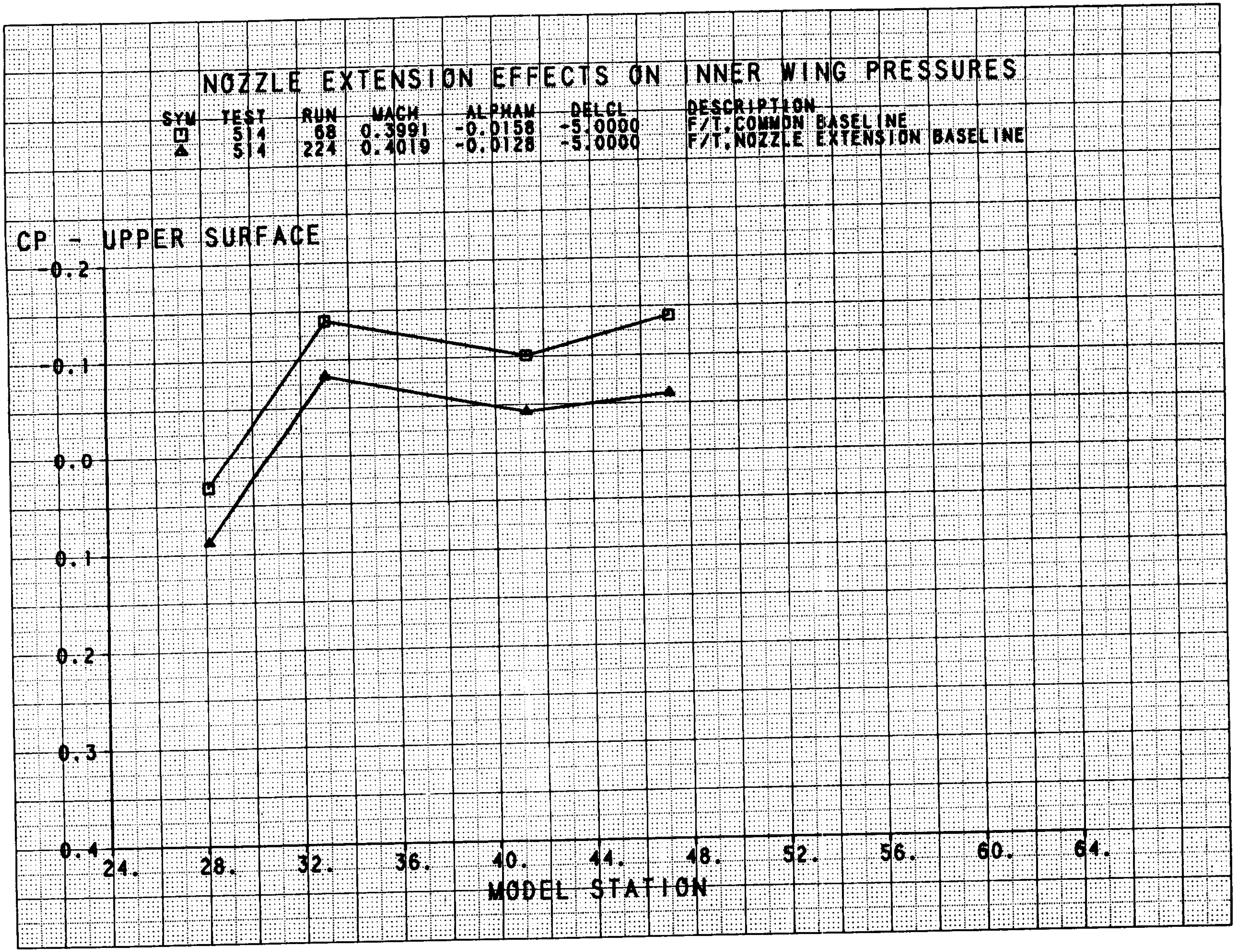

ANGLE OF ATTACK EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL MFRA DESCRIPTION
□ 514 82 1.4011 0.9428 0.000 0.9498 CMAPS,NOZZLE EXTENSIONS
△ 514 82 1.4011 3.1552 0.000 0.9231 CMAPS,NOZZLE EXTENSIONS
◇ 514 82 1.4011 7.6448 0.000 0.8934 CMAPS,NOZZLE EXTENSIONS
LOWER SURFACE
CP
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAW DELCL DESCRIPTION
□ 514 68 0.3991 -0.0158 -5.0000 F/T.COMMON BASELINE
△ 514 224 0.4019 -0.0128 -5.0000 F/T.NOZZLE EXTENSION BASELINE
UPPER SURFACE
CP -
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 68 0.3991 -0.0158 -5.0000 F/T.COMMON BASELINE
△ 514 224 0.4019 -0.0128 -5.0000 F/T.NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 68 0.3991 -0.0158 -5.0000 F/T.COMMON BASELINE
▲ 514 224 0.4019 -0.0128 -5.0000 F/T.NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
▲ 514 224 0.4019 -0.0128 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 68 0.3991 -0.0158 -5.0000 F/T.COMMON BASELINE
▲ 514 224 0.4019 -0.0128 -5.0000 F/T.NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
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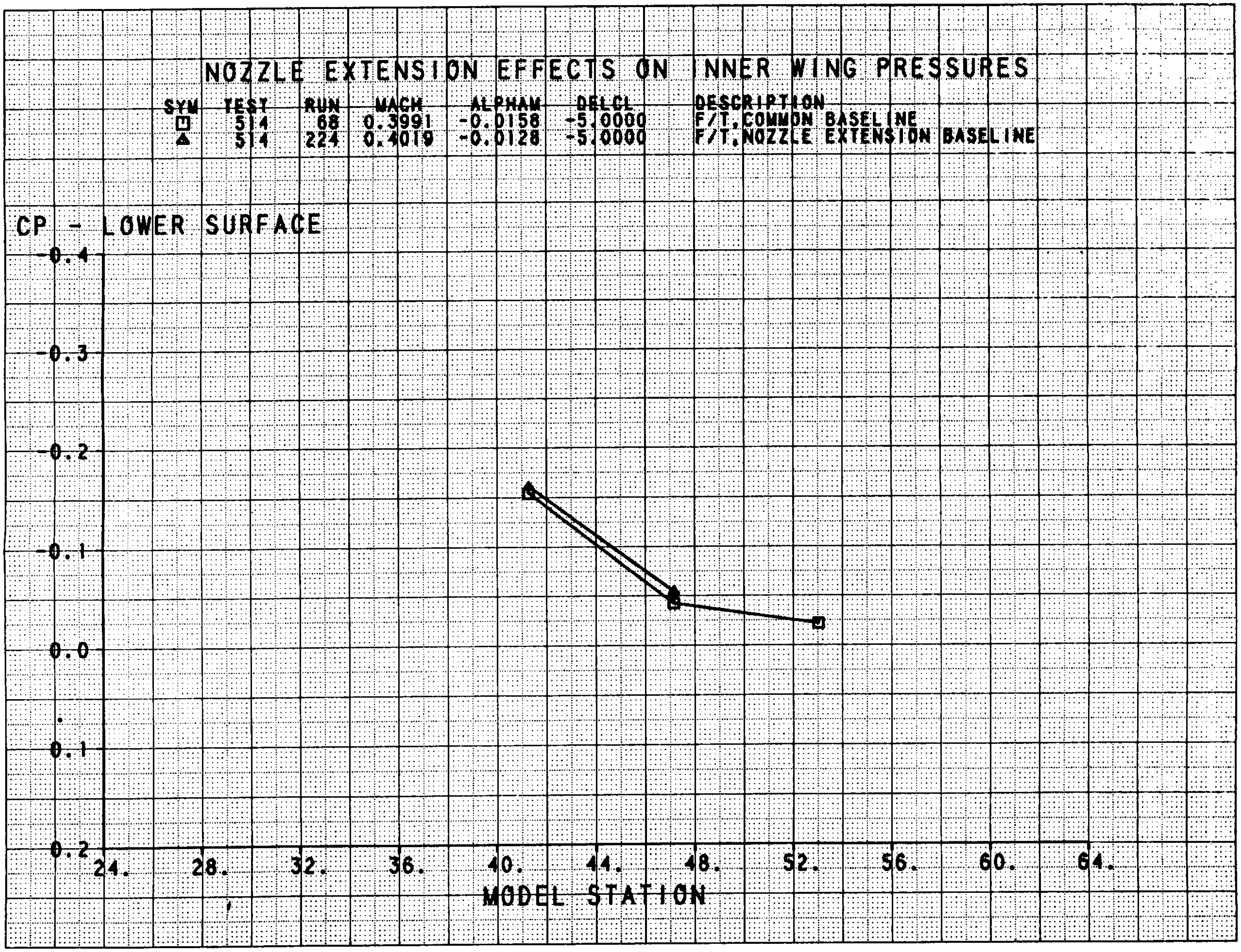
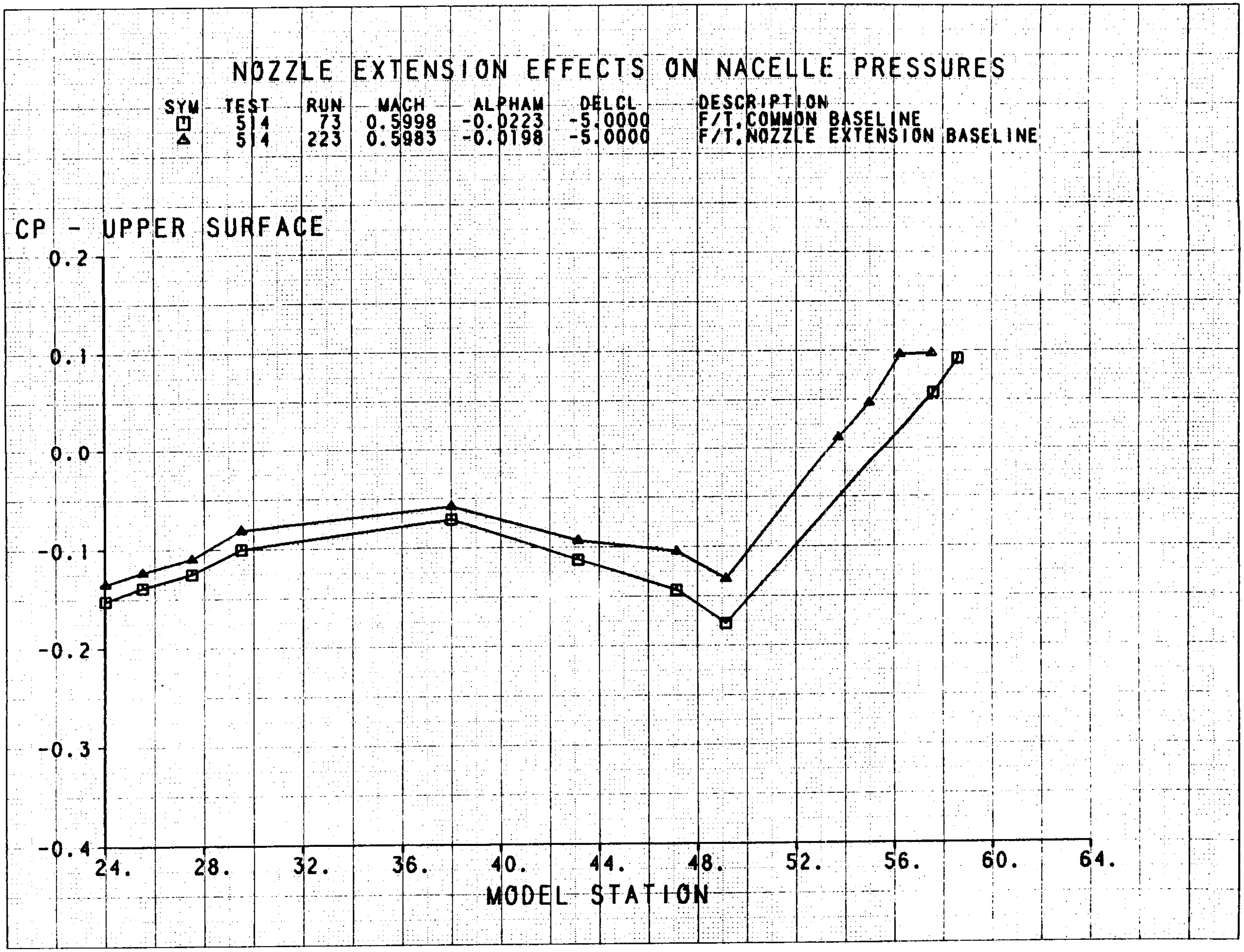
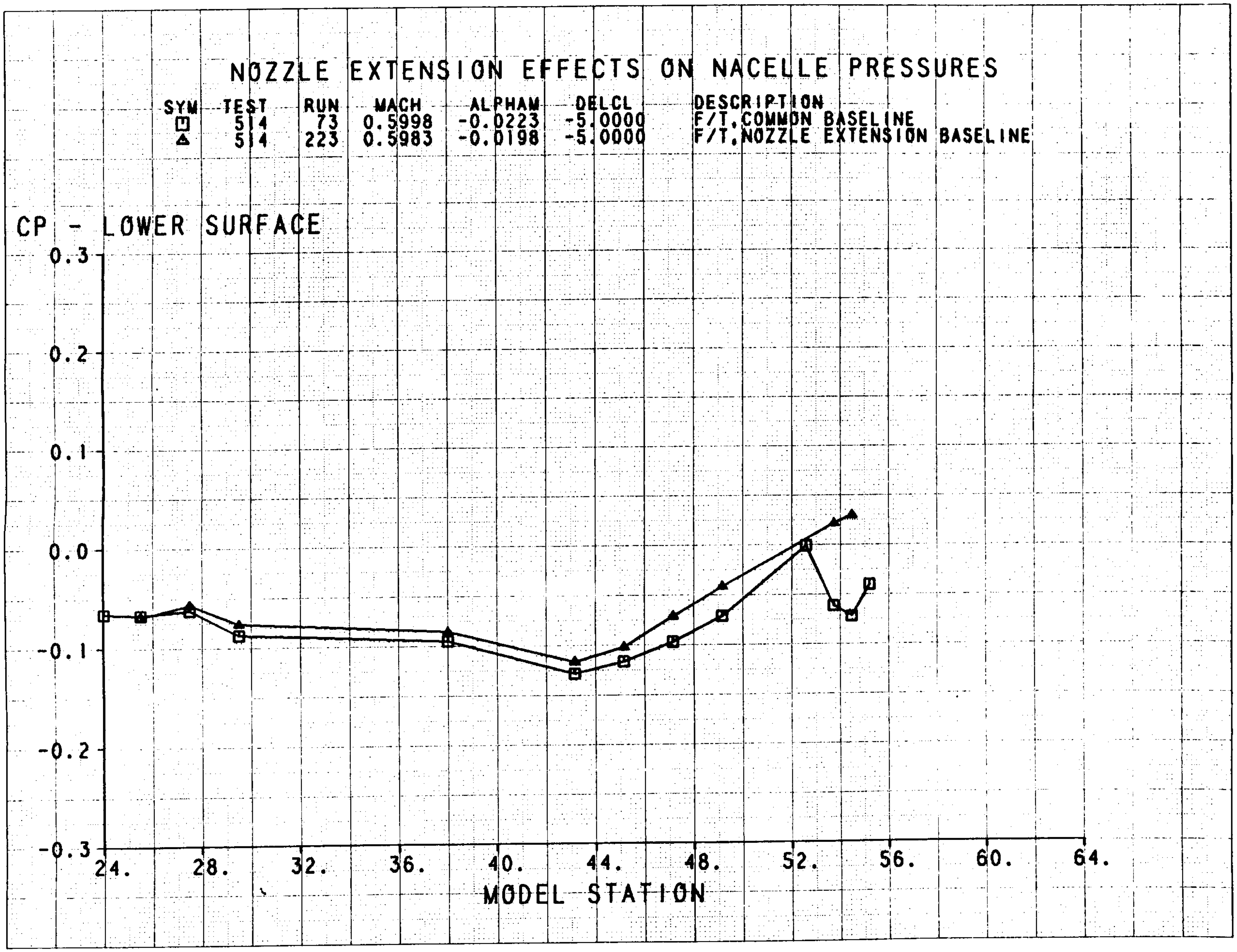
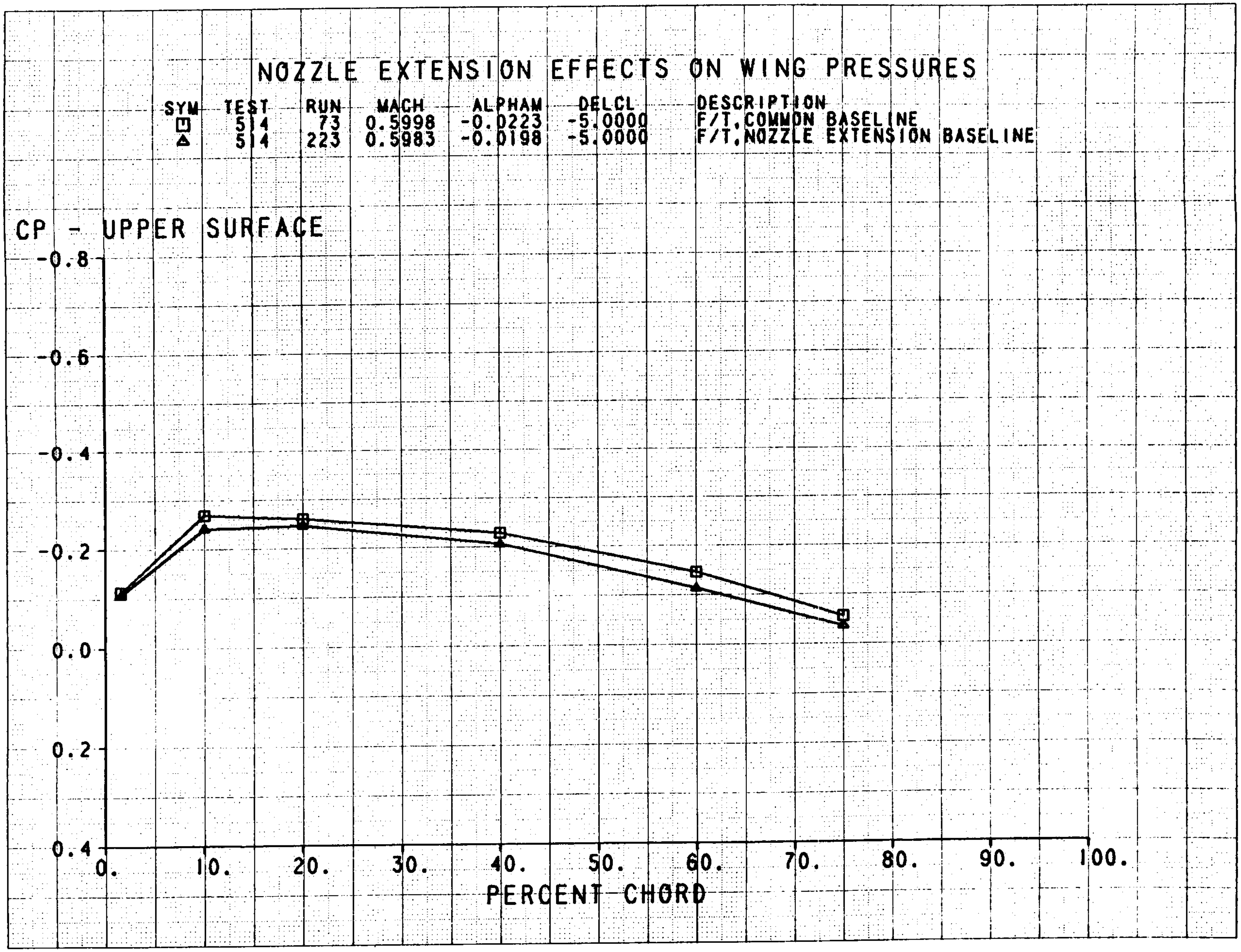
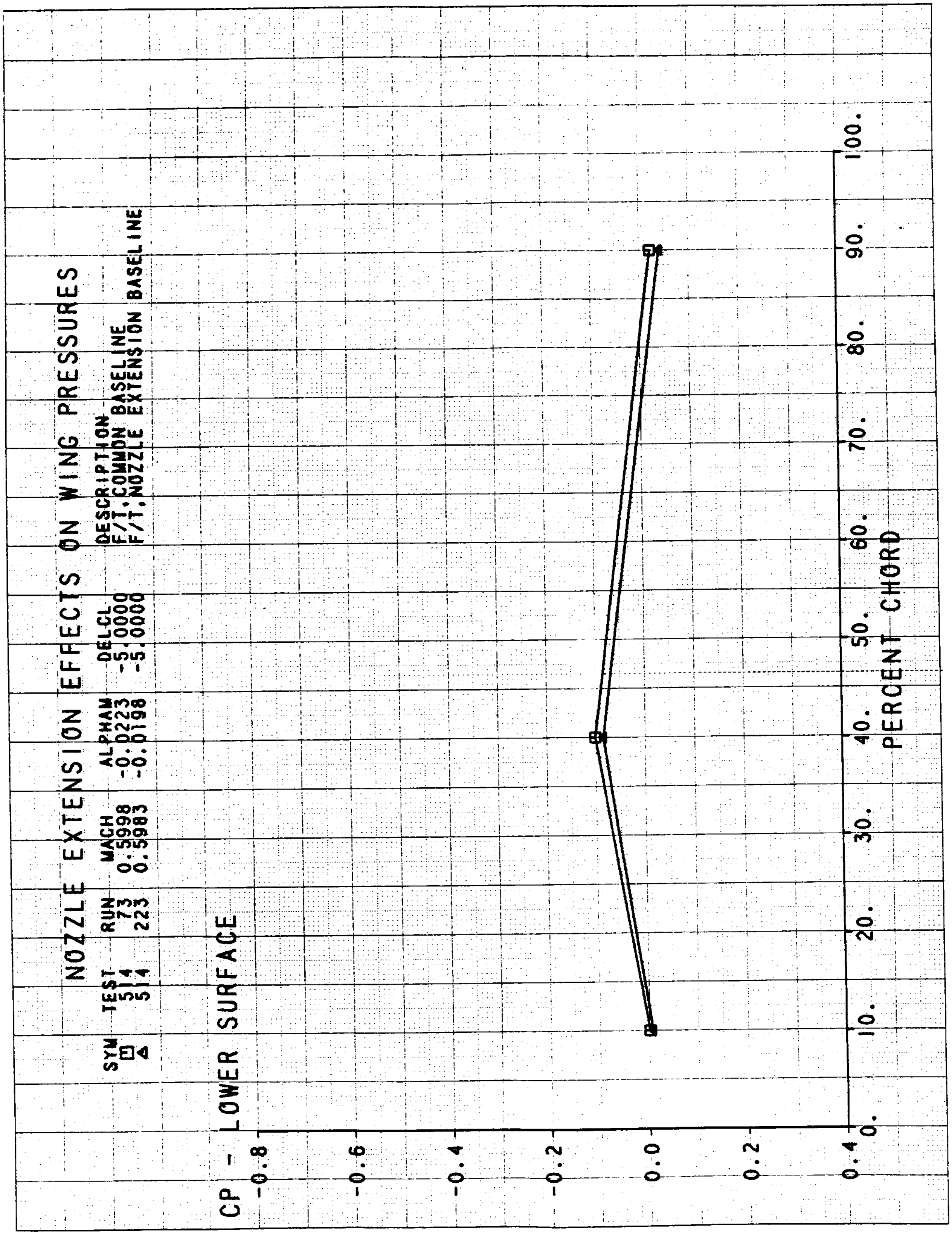
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 68 0.3991 -0.0158 -5.0000 F/T,COMMON BASELINE
▲ 514 224 0.4019 -0.0128 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 73 0.5998 -0.0223 -5.0000 F/T,COMMON BASELINE
△ 514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 73 0.5998 -0.0223 -5.0000 F/T,COMMON BASELINE
△ 514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 73 0.5998 -0.0223 -5.0000 F/T,COMMON BASELINE
514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
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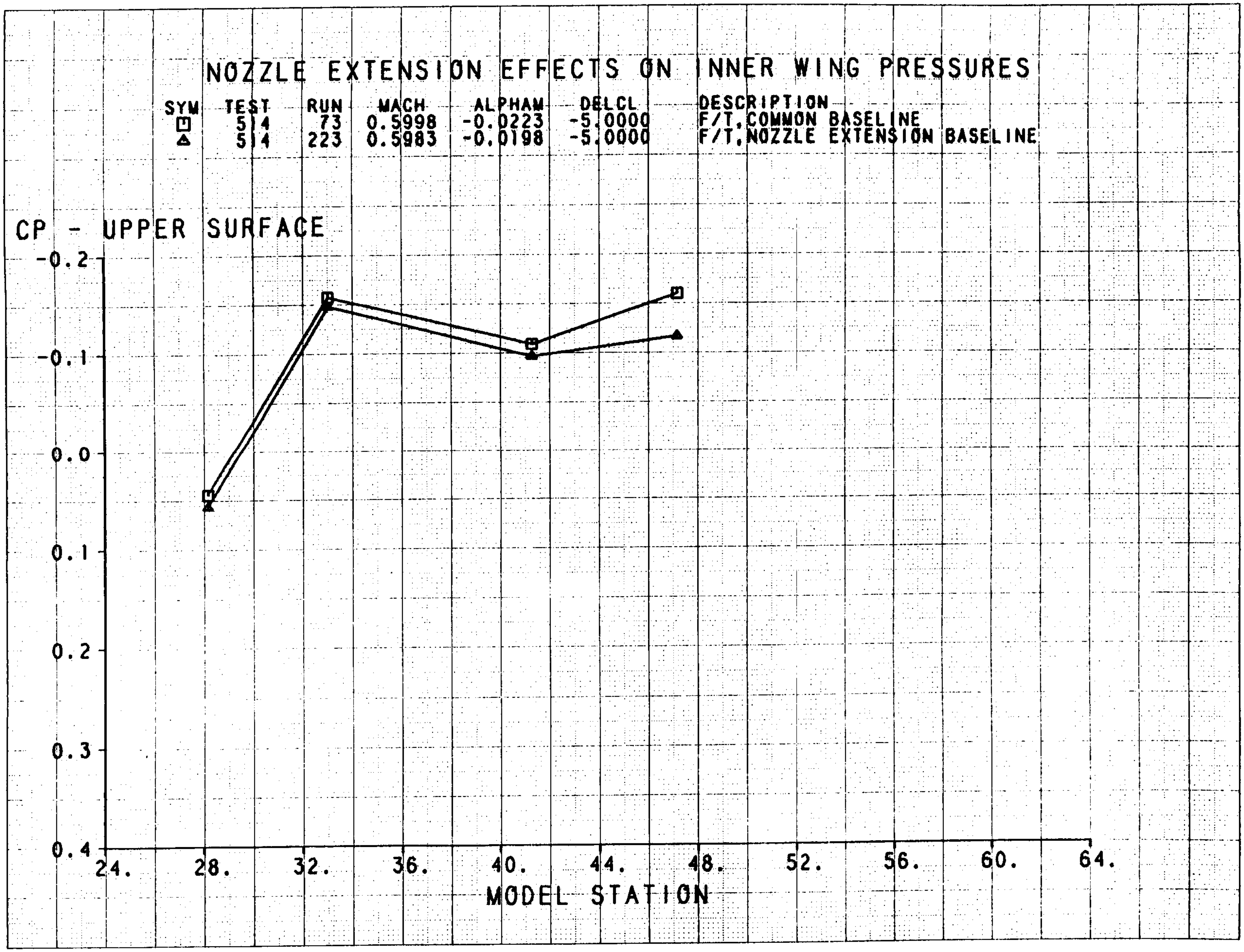
△ 514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
LOWER SURFACE
CP
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 73 0.5998 -0.0223 -5.0000 F/T,COMMON BASELINE
△ 514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
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52.
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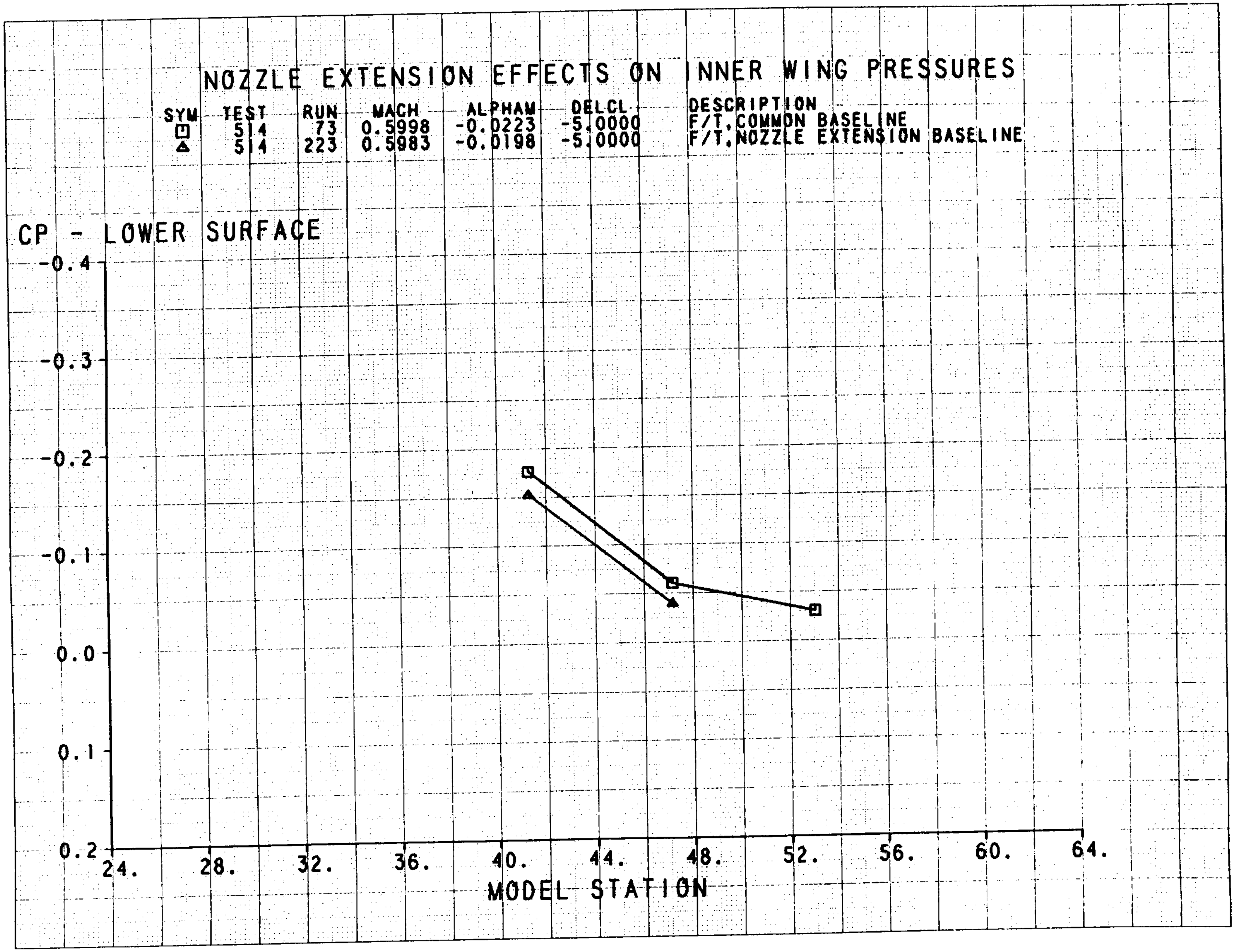
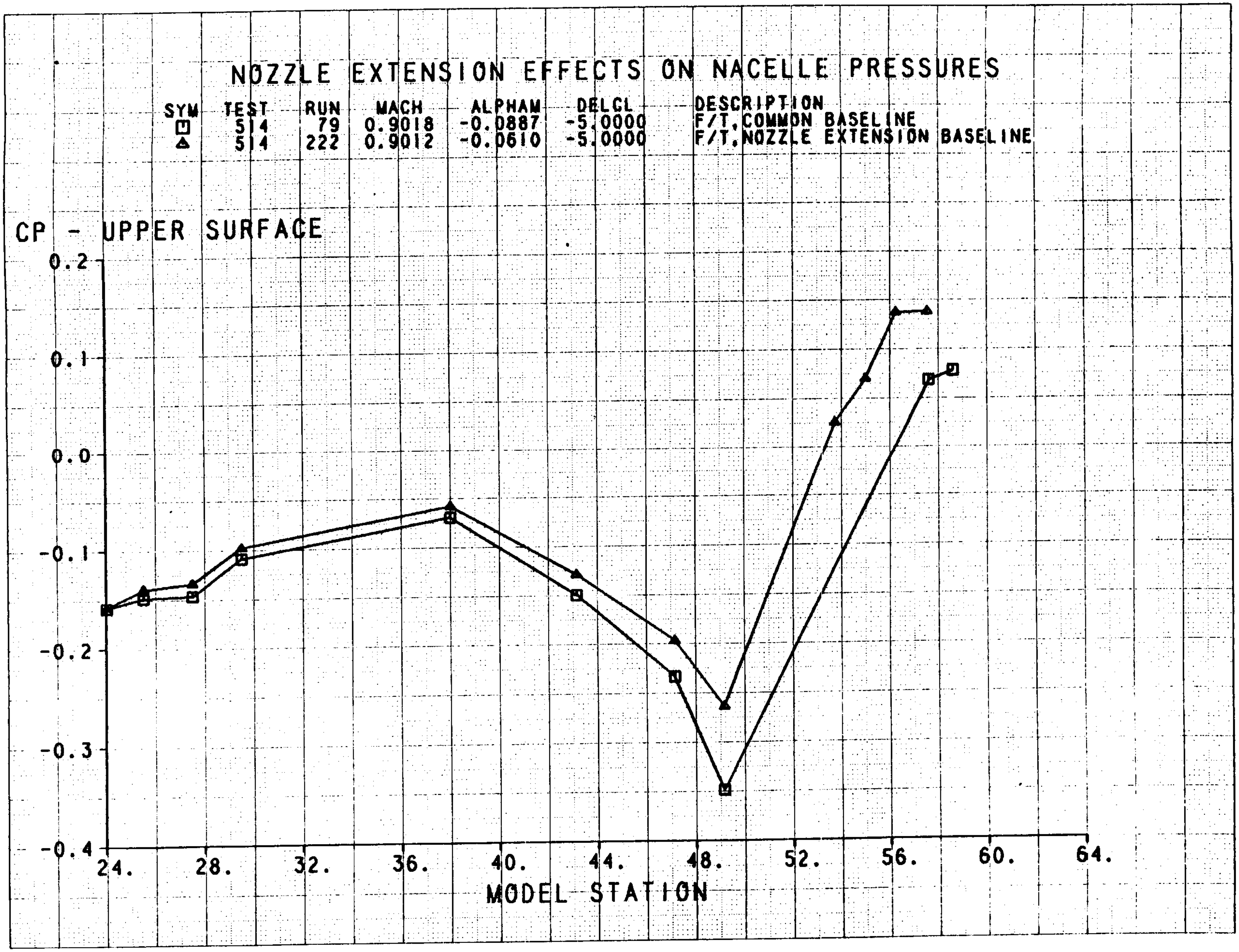
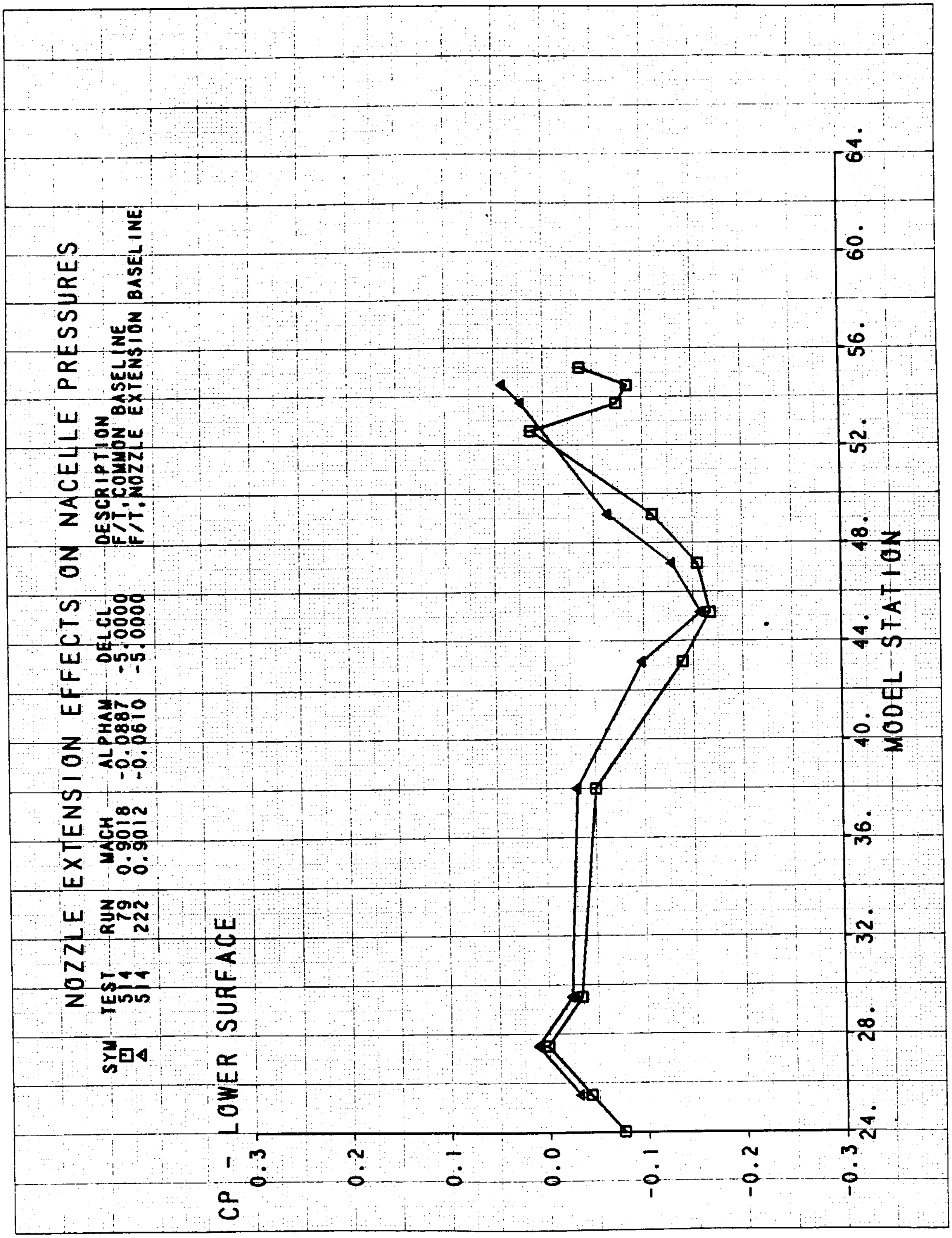
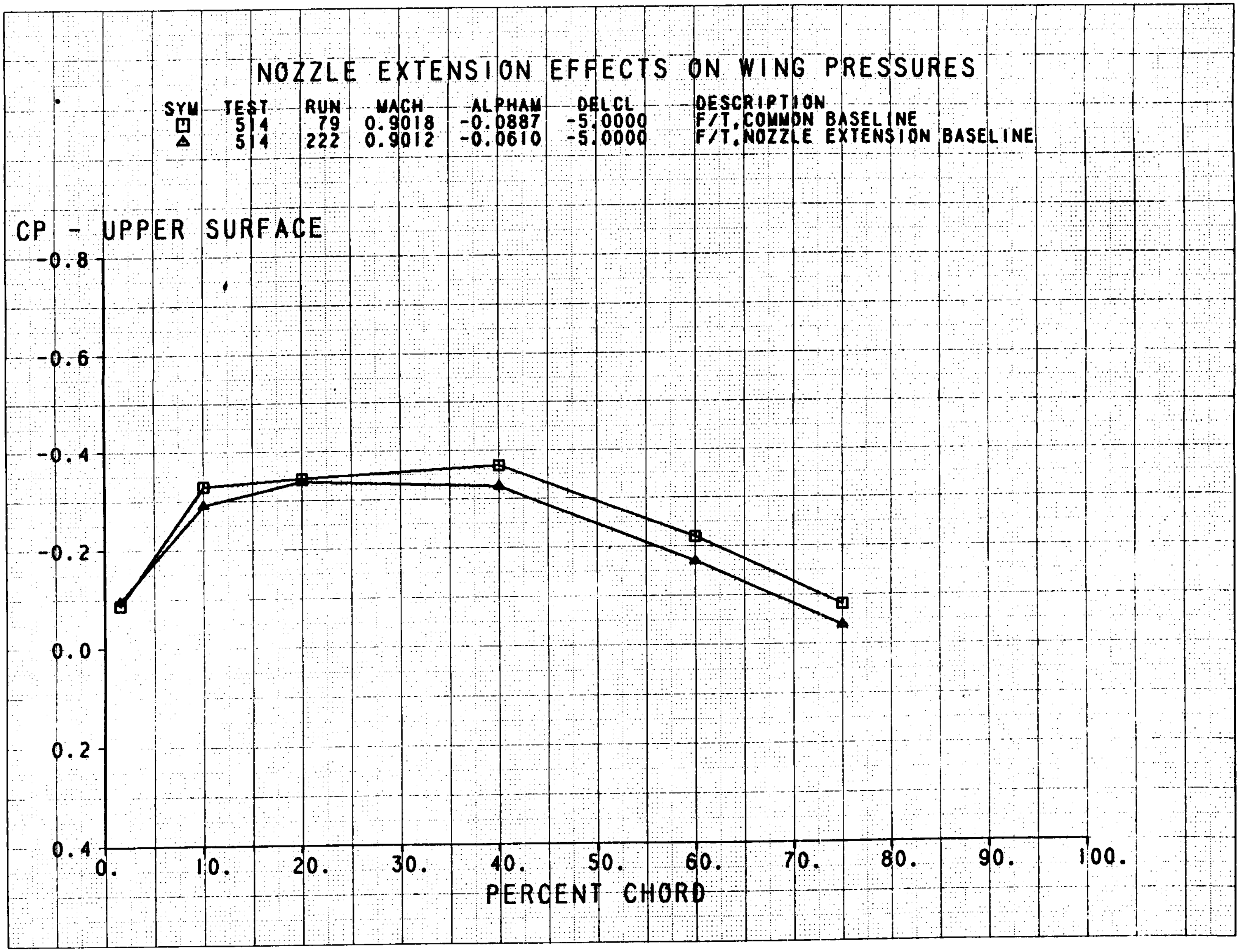
60.
64.
MODEL STATION

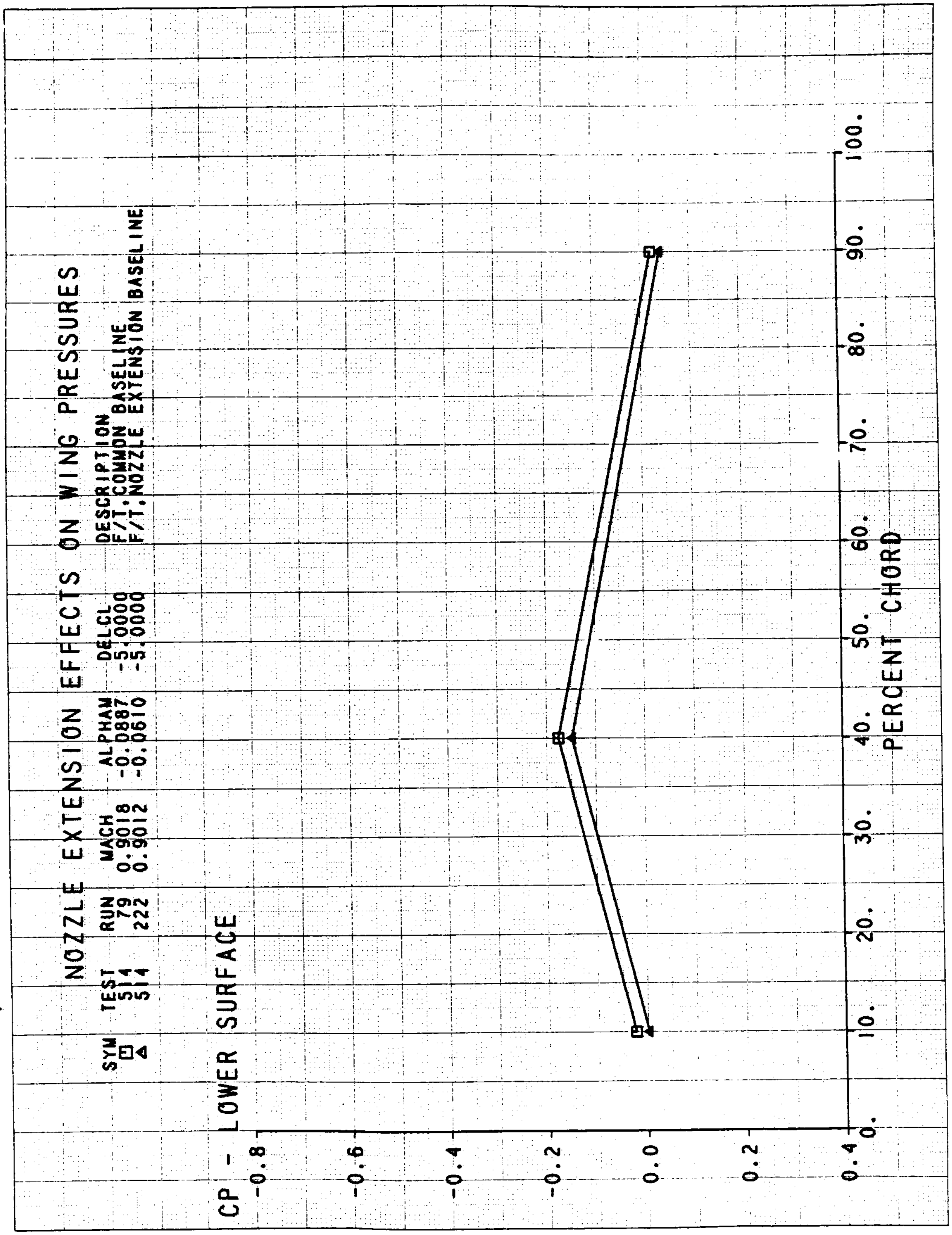

NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 73 0.5998 -0.0223 -5.0000 F/T,COMMON BASELINE
△ 514 223 0.5983 -0.0198 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

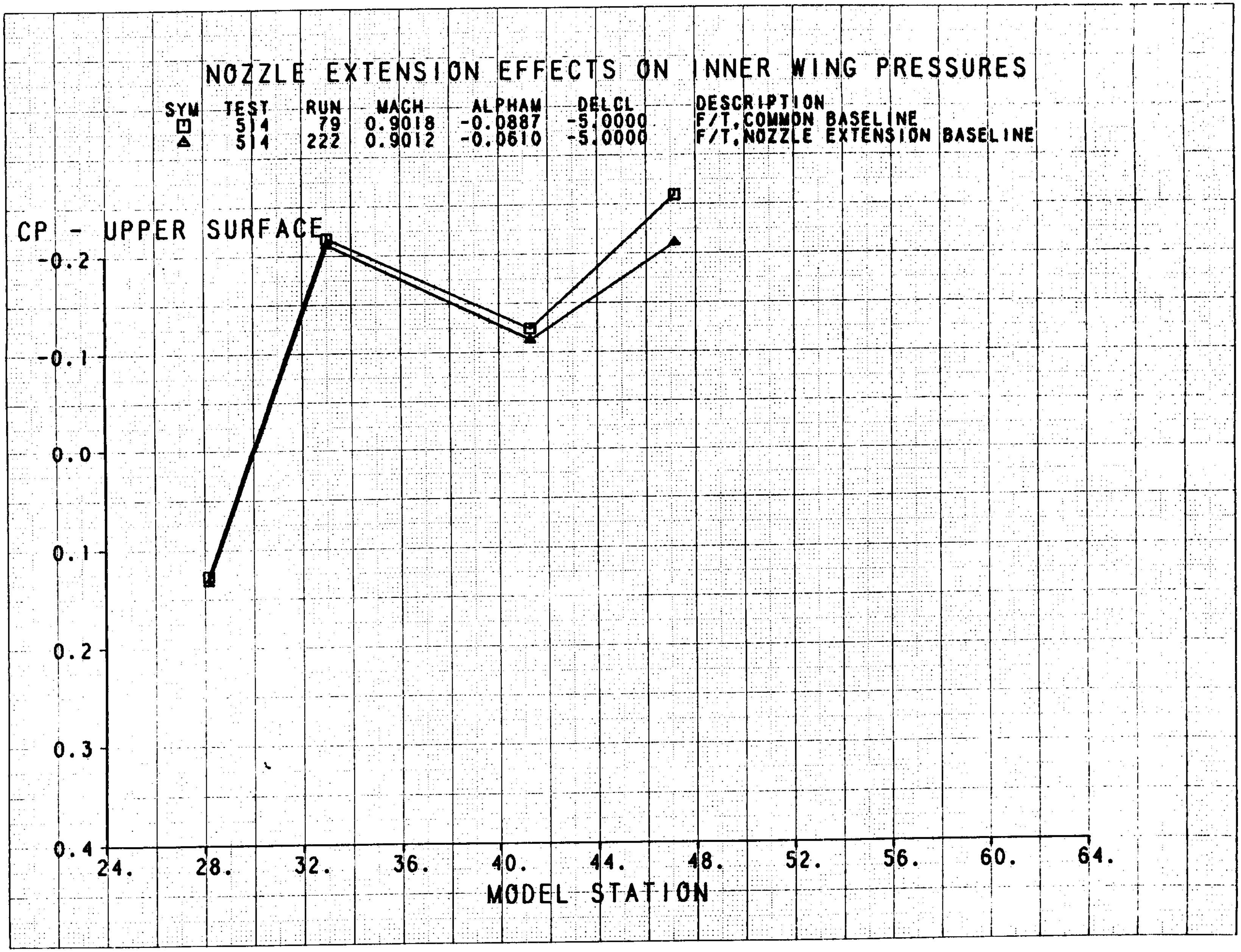

NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

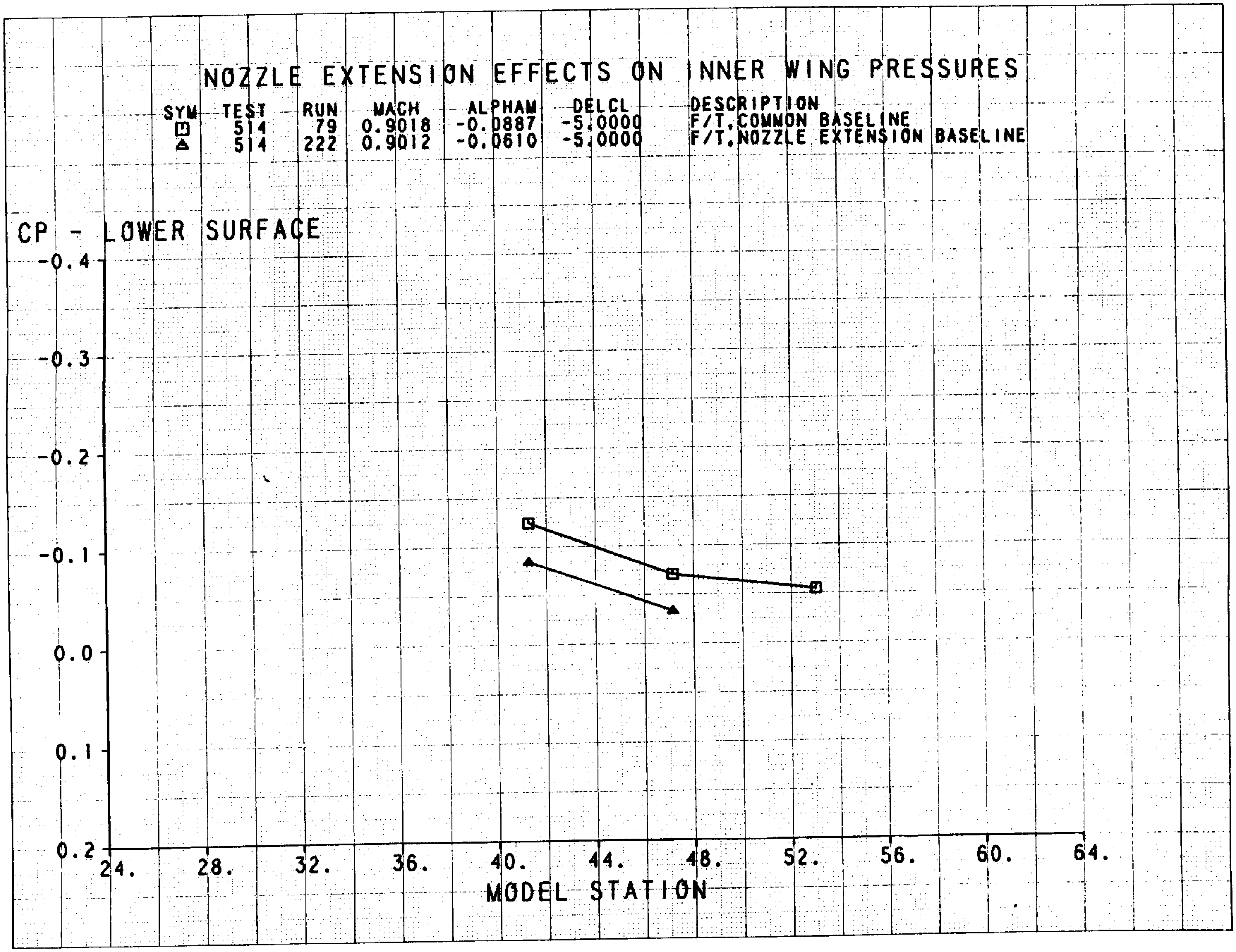

NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
LOWER SURFACE
CP
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

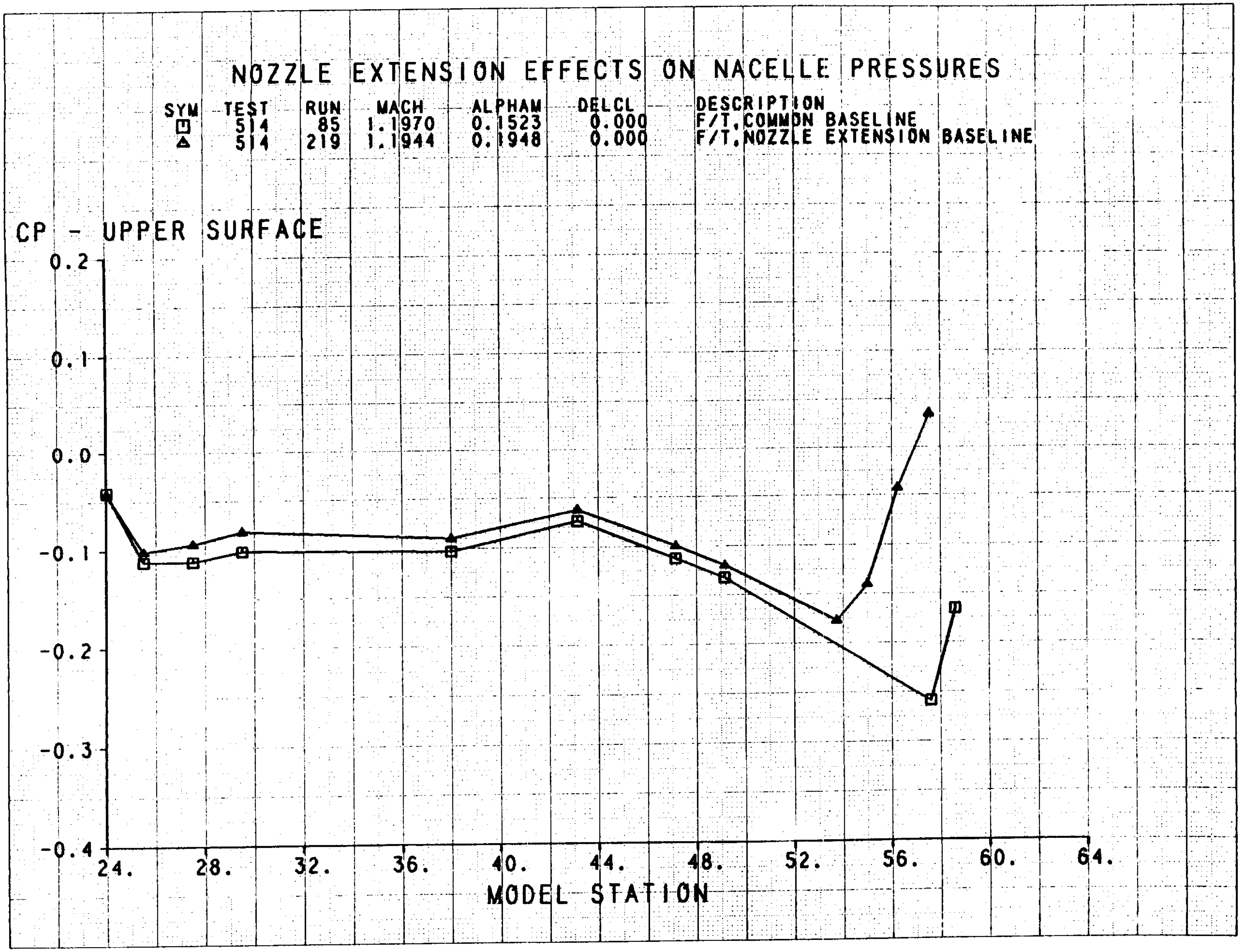


NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

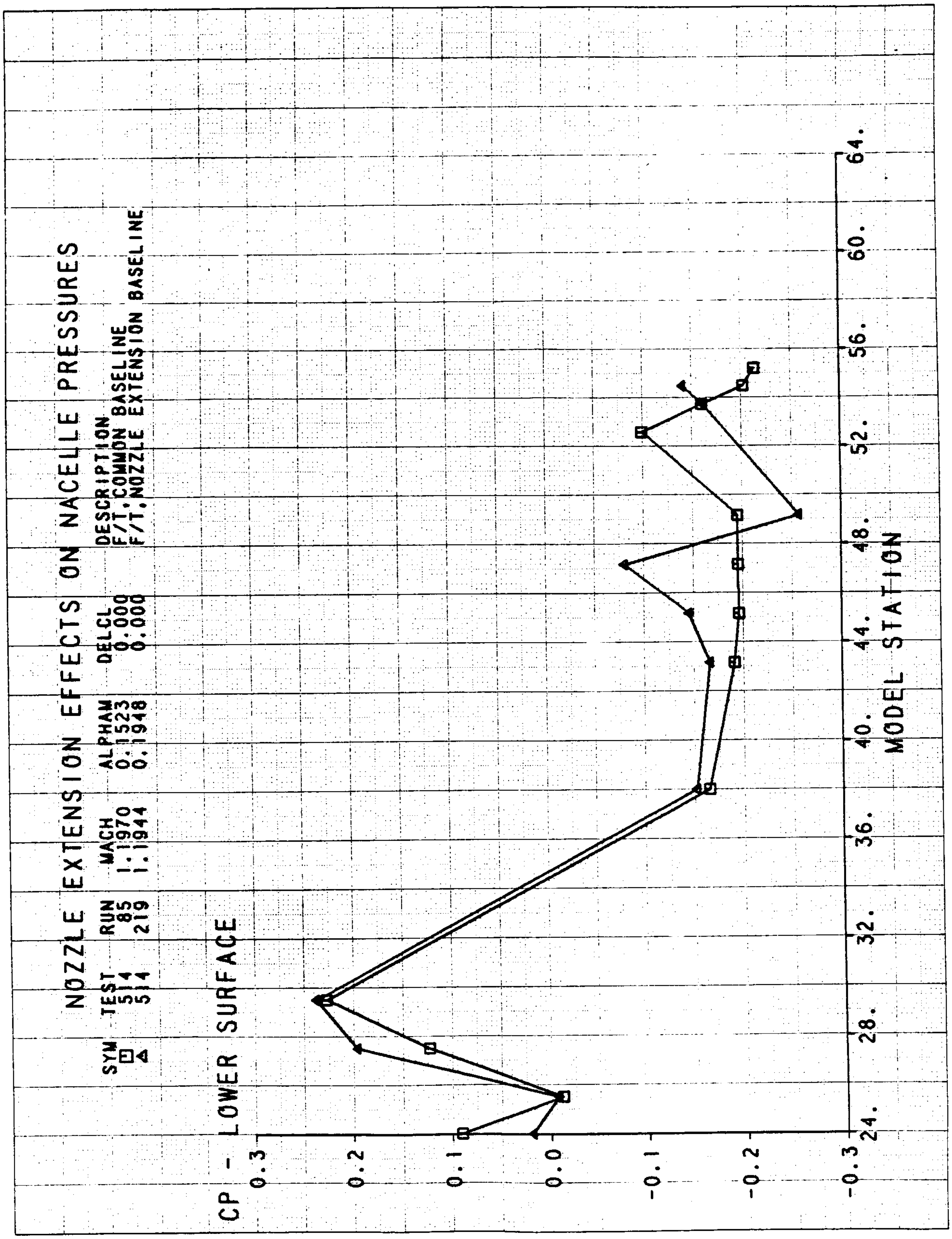

NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
LOWER SURFACE
CP
-0.8
-0.6
-0.4
-0.2
0.0
0.2
0.4
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

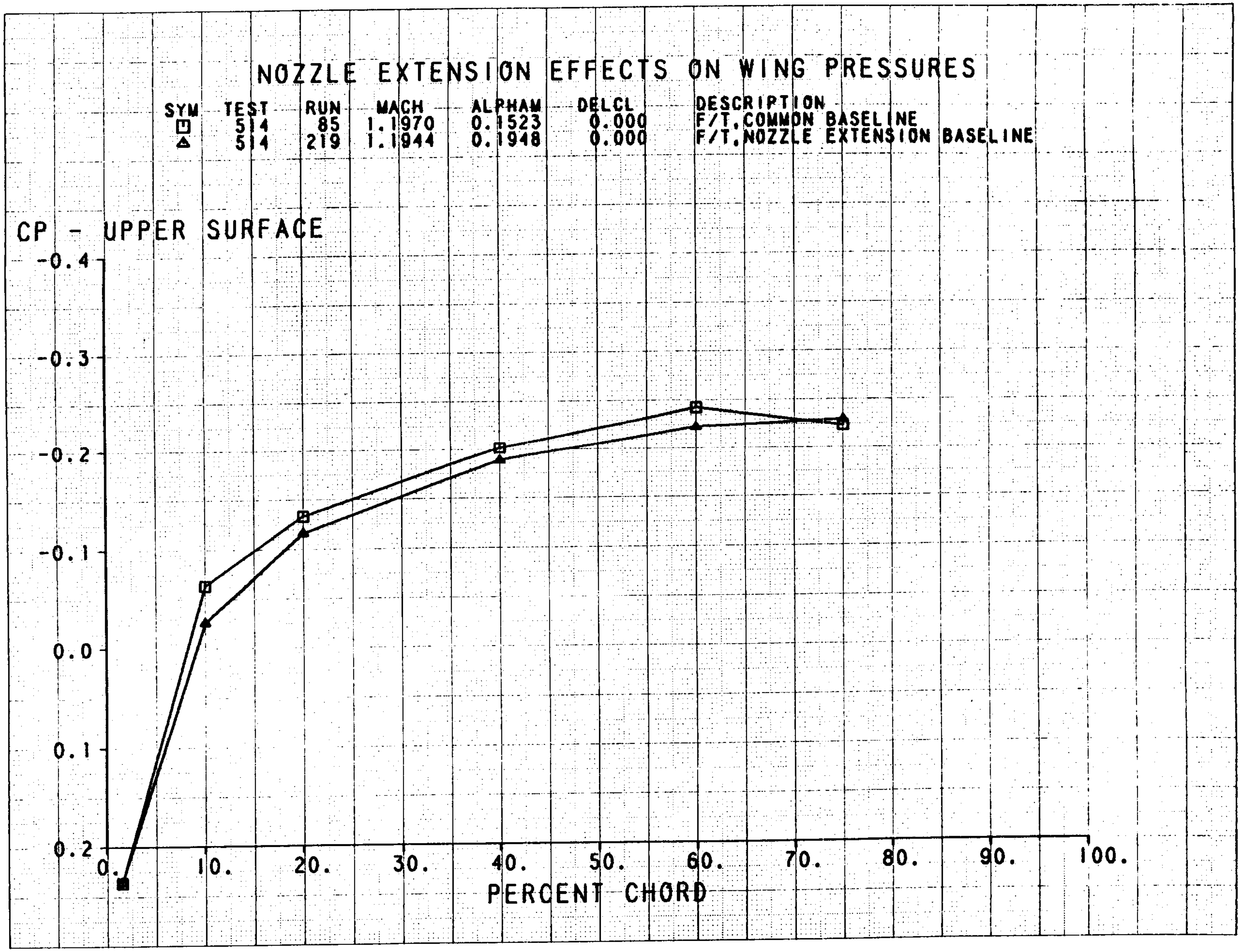

NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

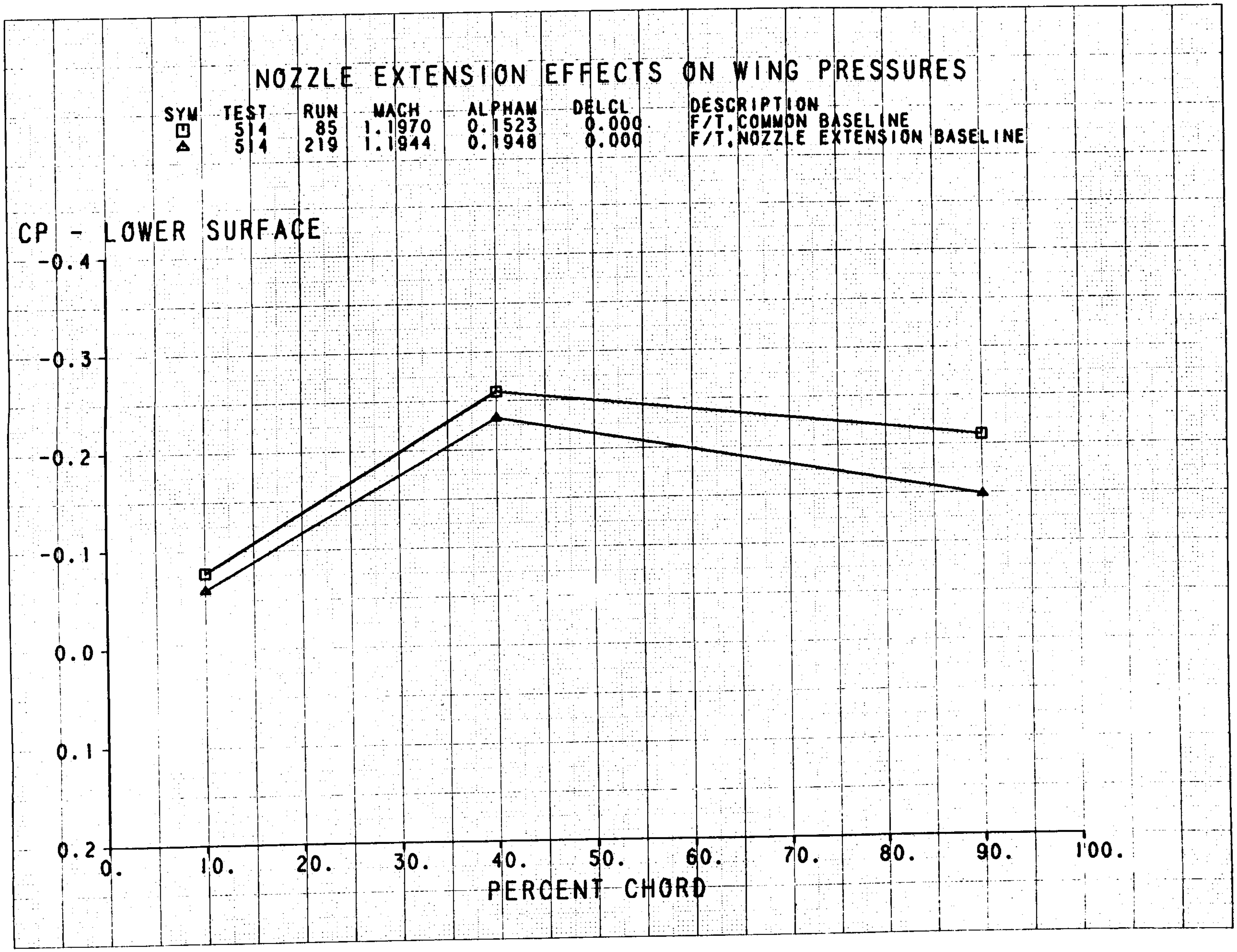

NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 79 0.9018 -0.0887 -5.0000 F/T,COMMON BASELINE
△ 514 222 0.9012 -0.0610 -5.0000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

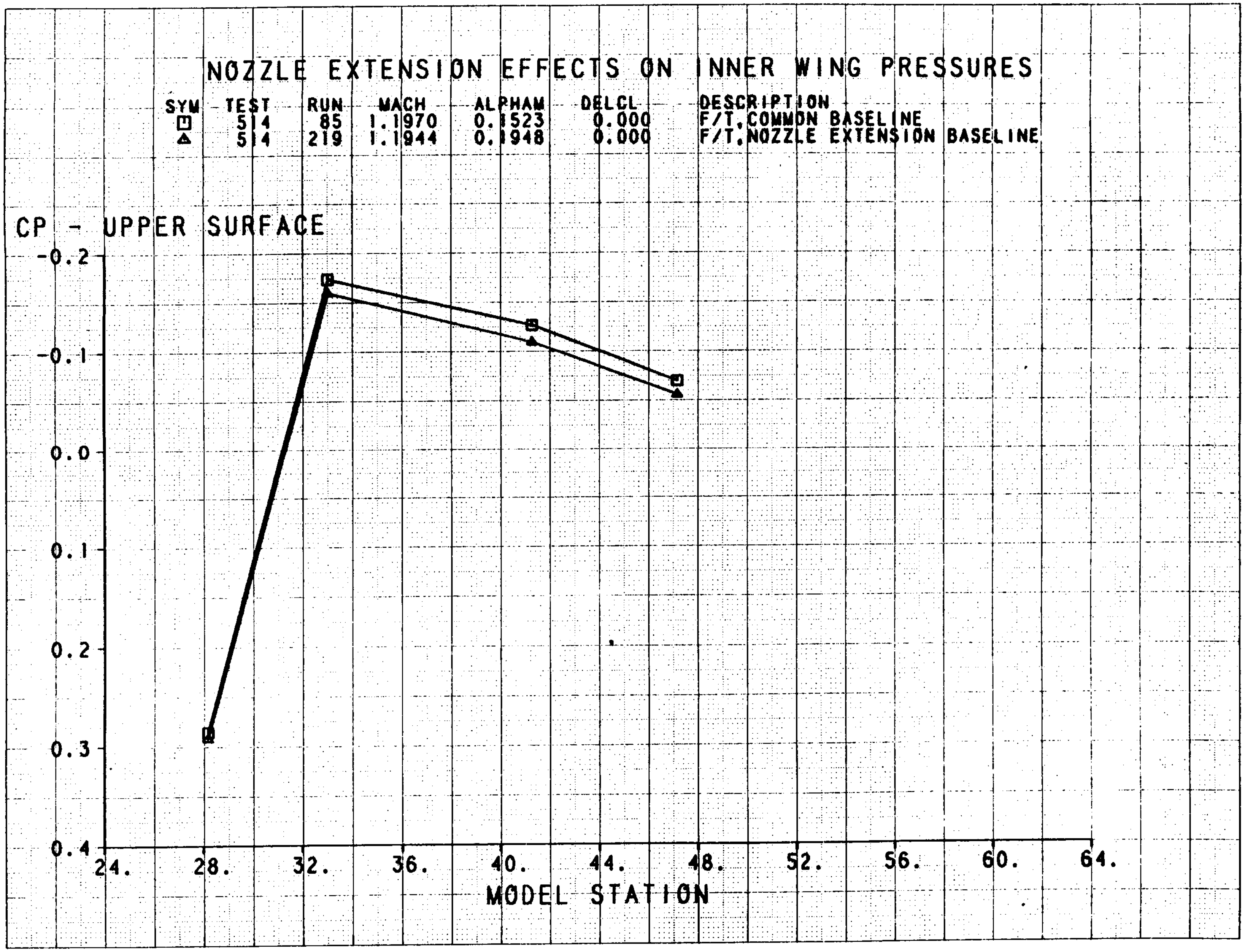


NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
△ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

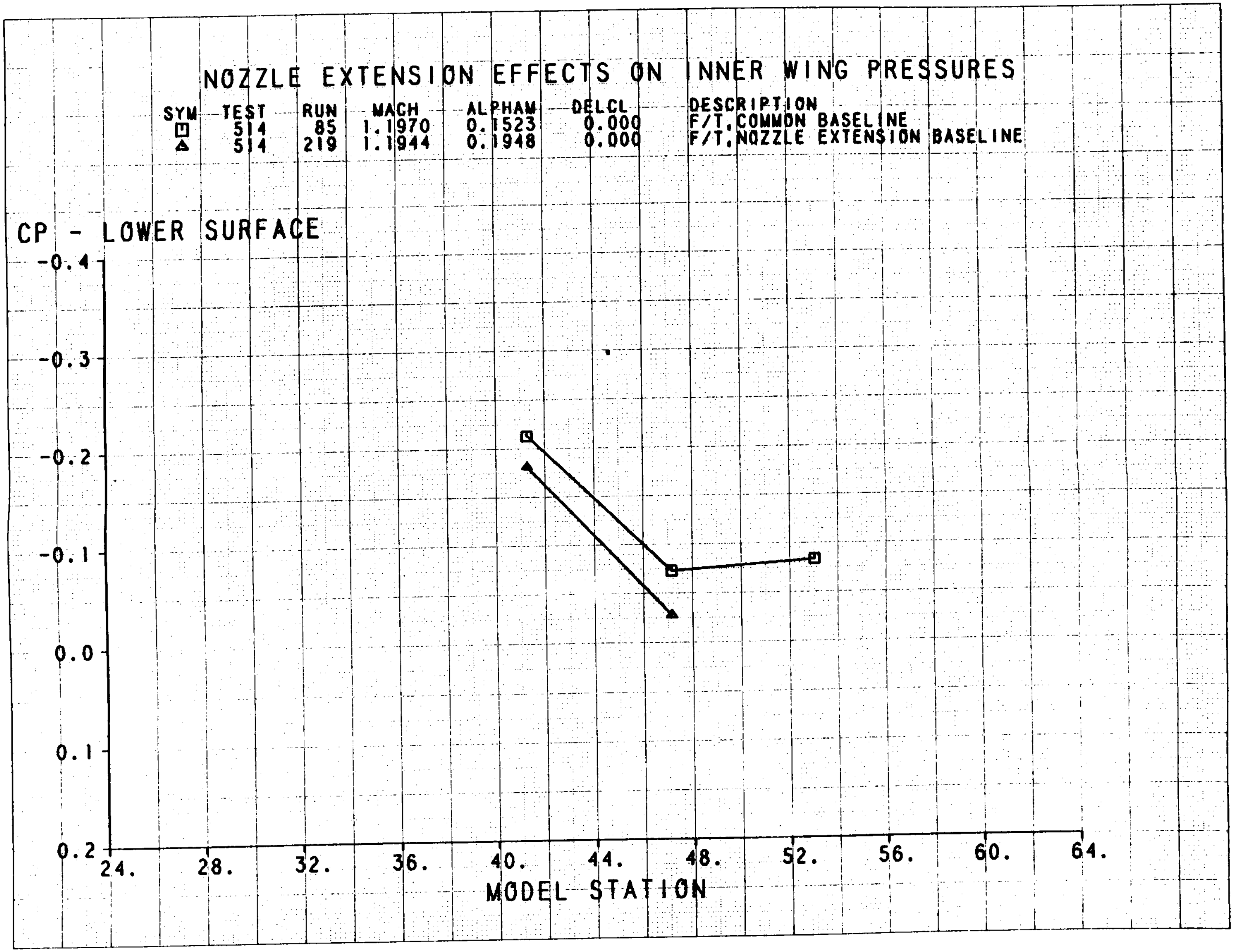

NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
◭ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
LOWER SURFACE
CP - 0.3 0.2 0.1 0.0 -0.1 -0.2 -0.3
24. 28. 32. 36. 40. 44. 48. 52. 56. 60. 64.
MODEL STATION

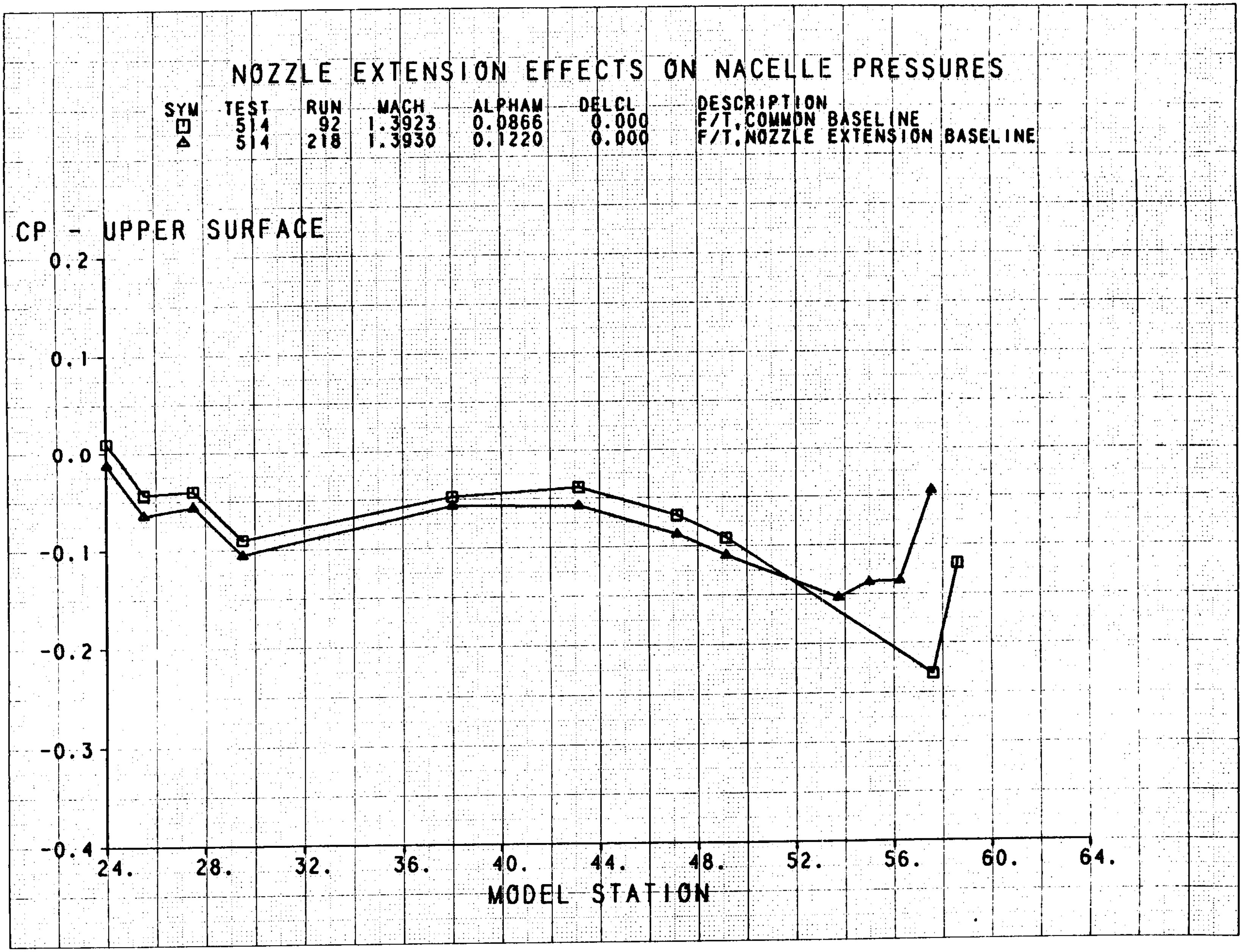

NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
△ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

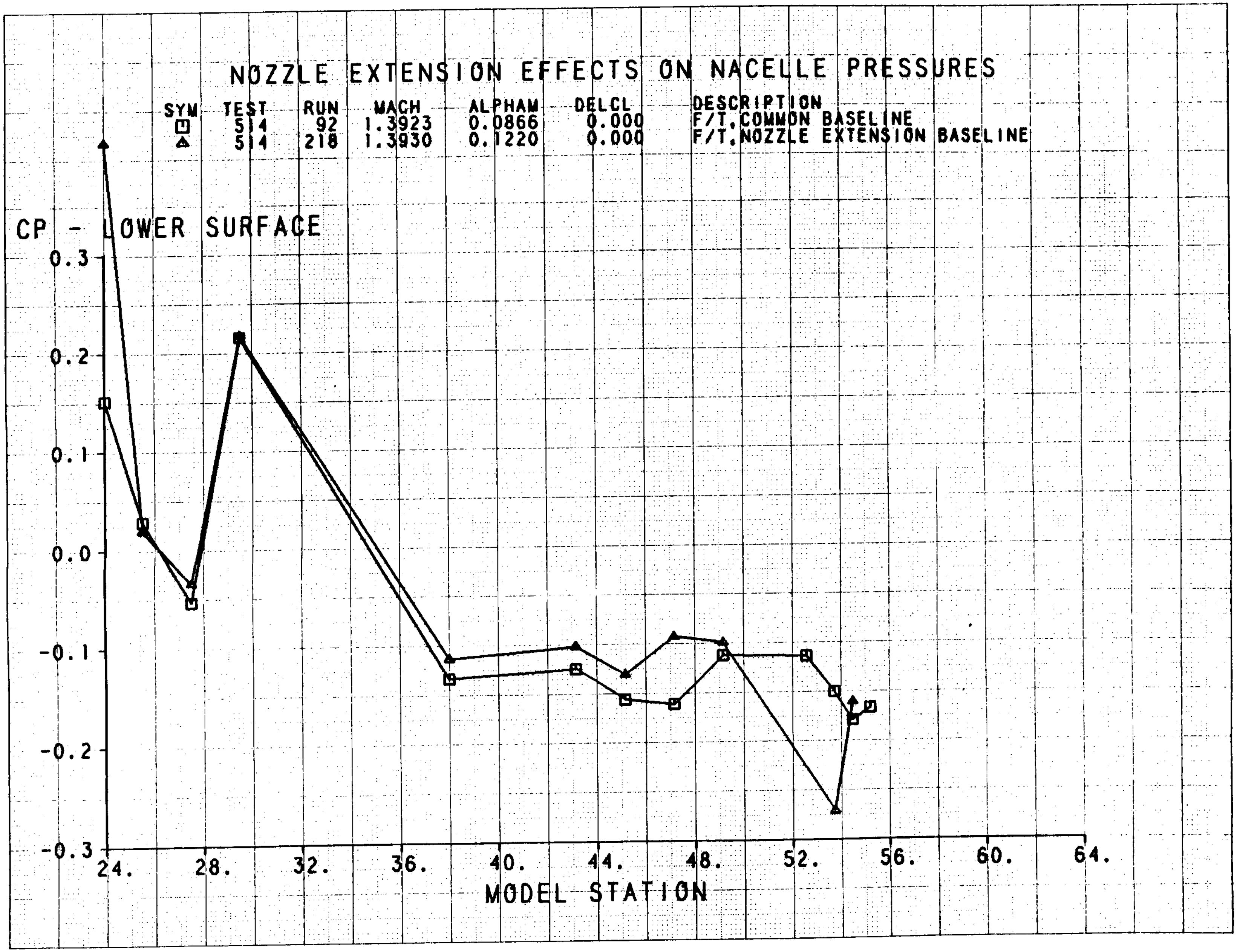

NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
△ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD

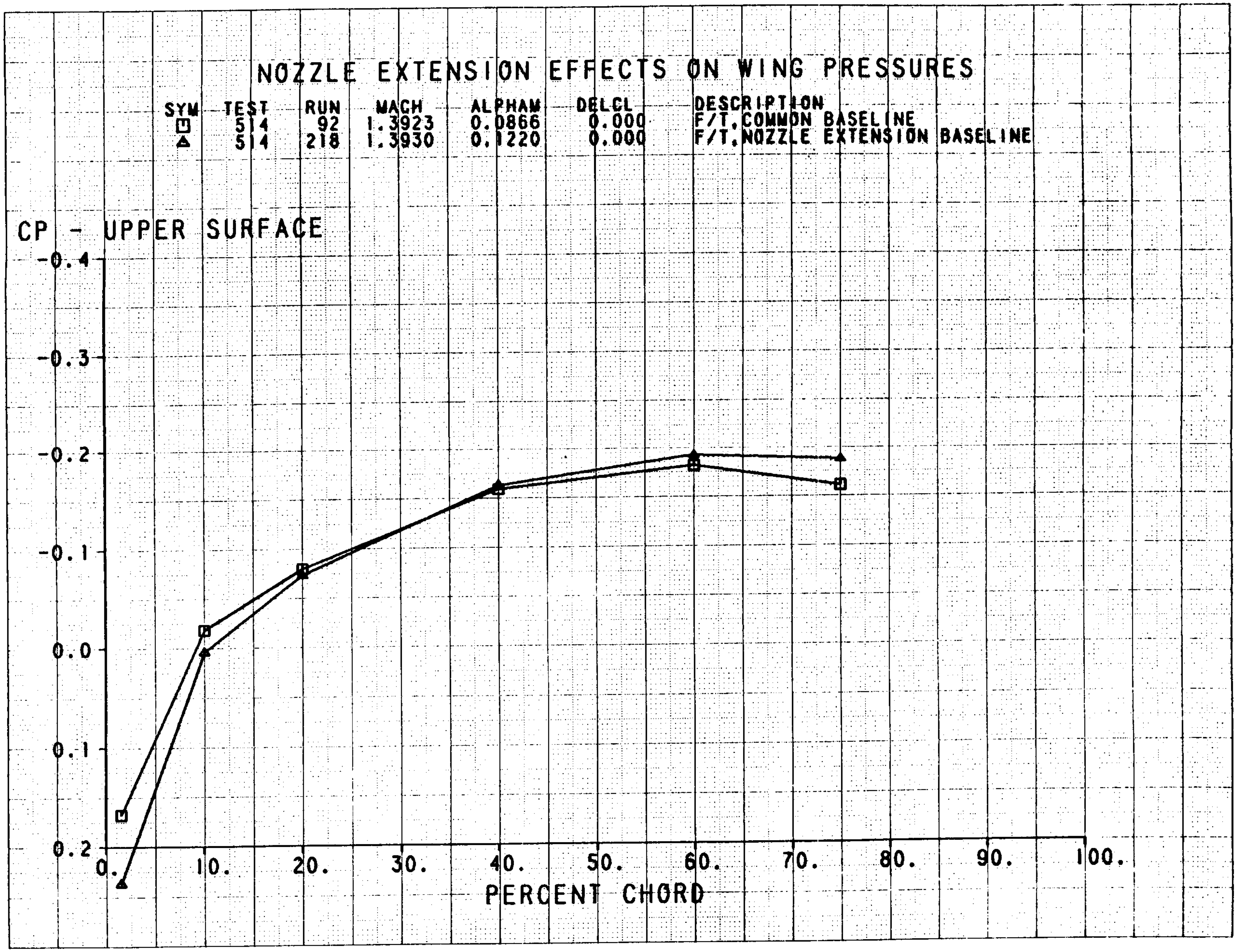


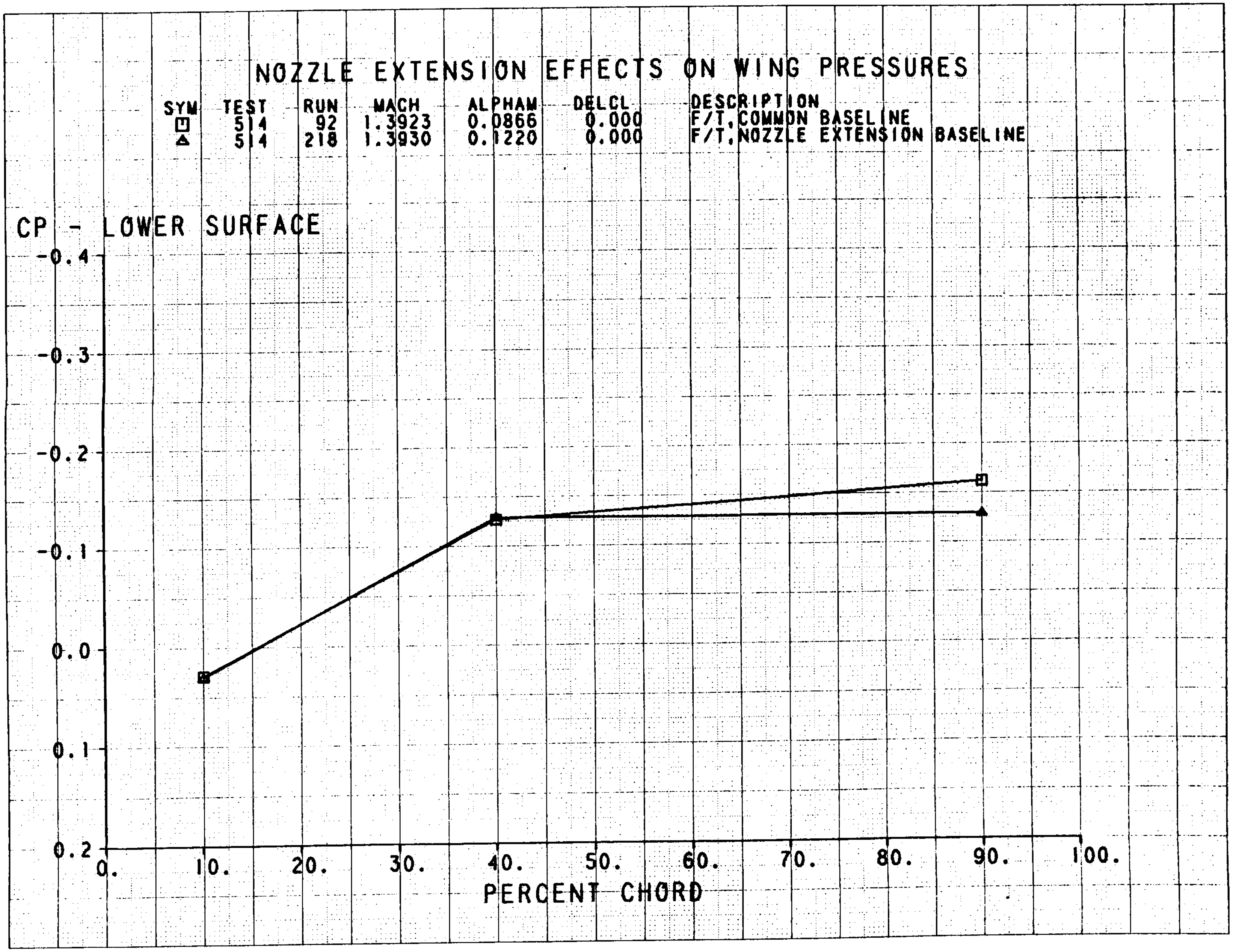
NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
△ 514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 85 1.1970 0.1523 0.000 F/T,COMMON BASELINE
514 219 1.1944 0.1948 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

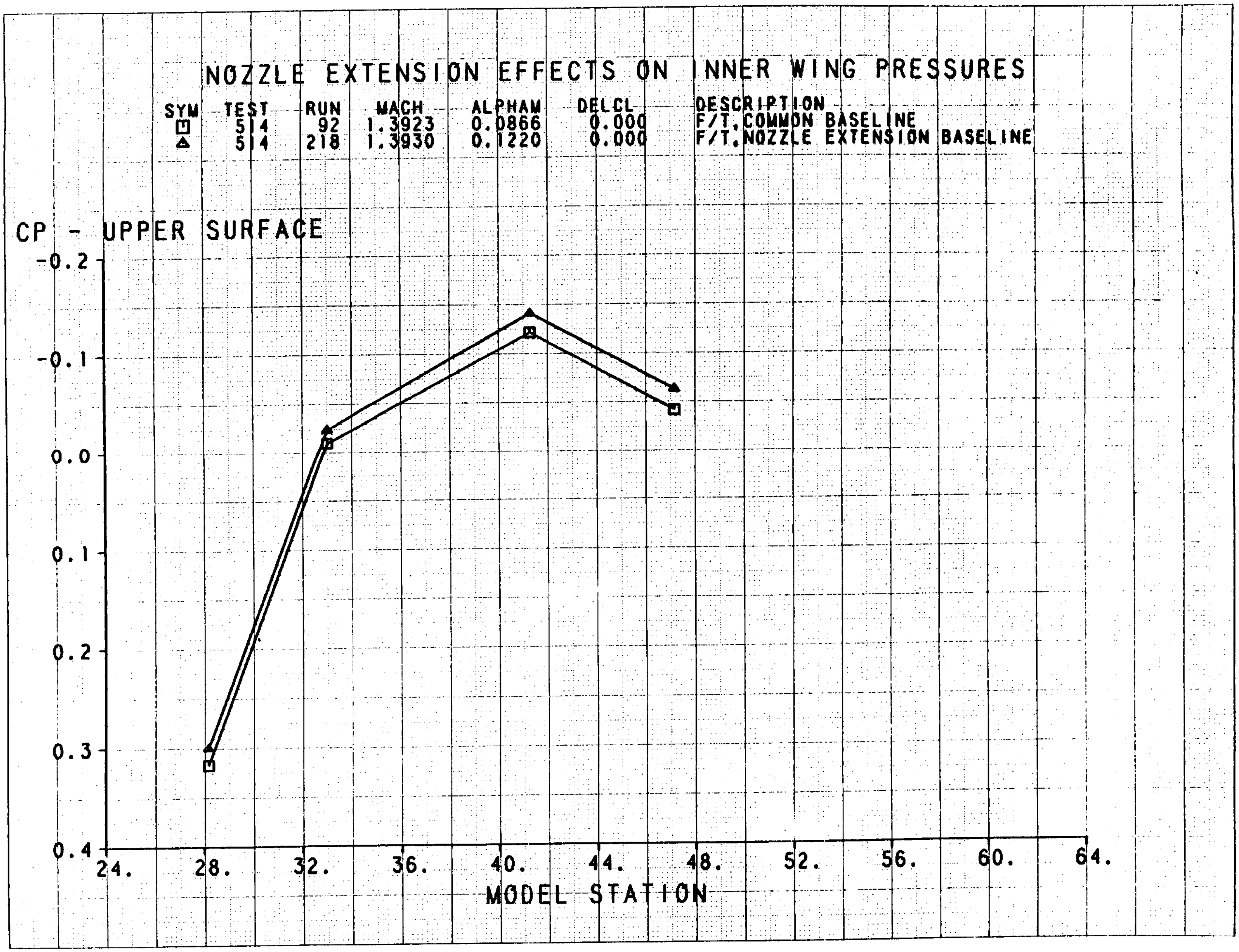

NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
0.2
0.1
0.0
-0.1
-0.2
-0.3
-0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION

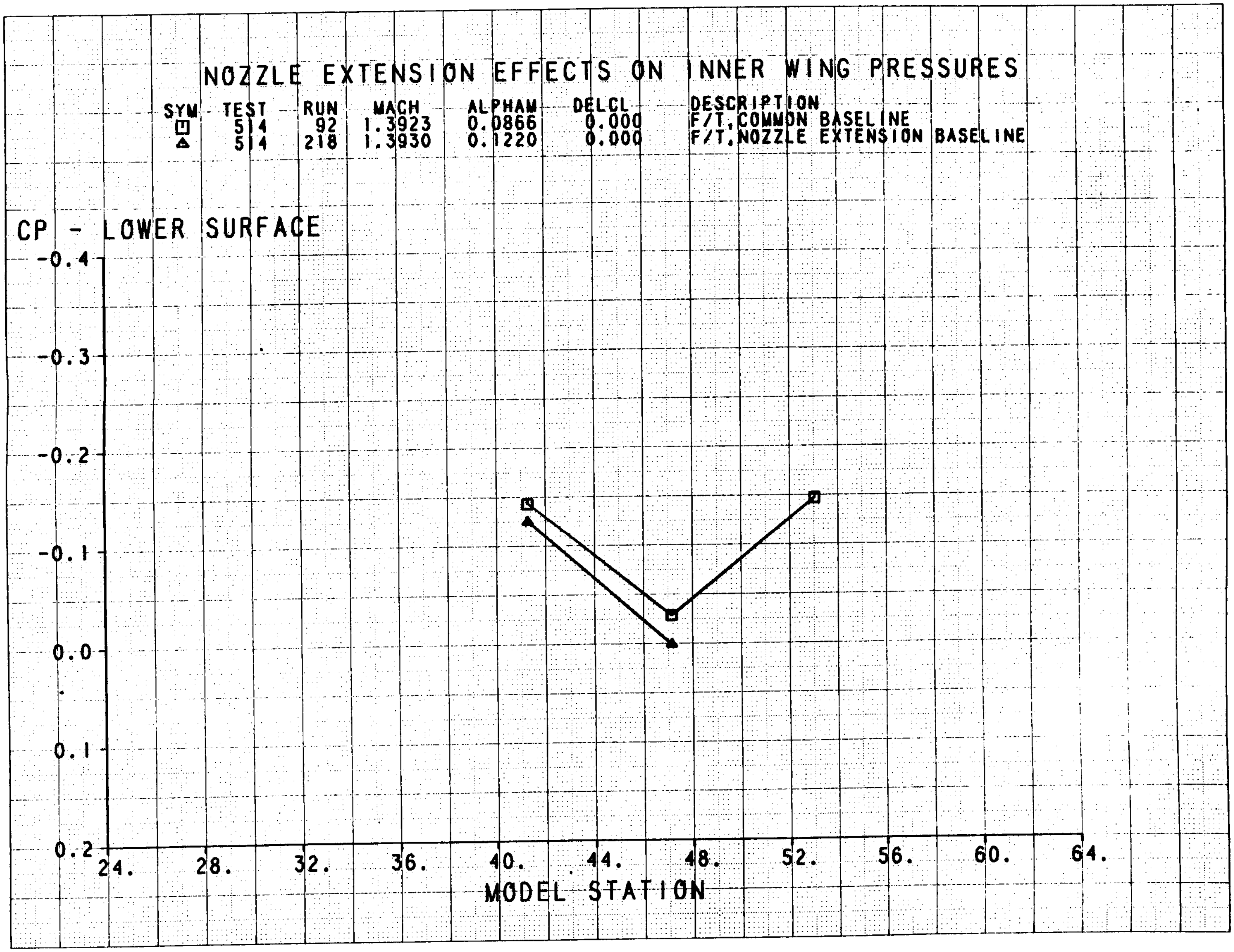

NOZZLE EXTENSION EFFECTS ON NACELLE PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
0.3
0.2
0.1
0.0
-0.1
-0.2
-0.3
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
514 92 1.3923 0.0866 0.000 F/T, COMMON BASELINE
514 218 1.3930 0.1220 0.000 F/T, NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0. 10. 20. 30. 40. 50. 60. 70. 80. 90. 100.
PERCENT CHORD

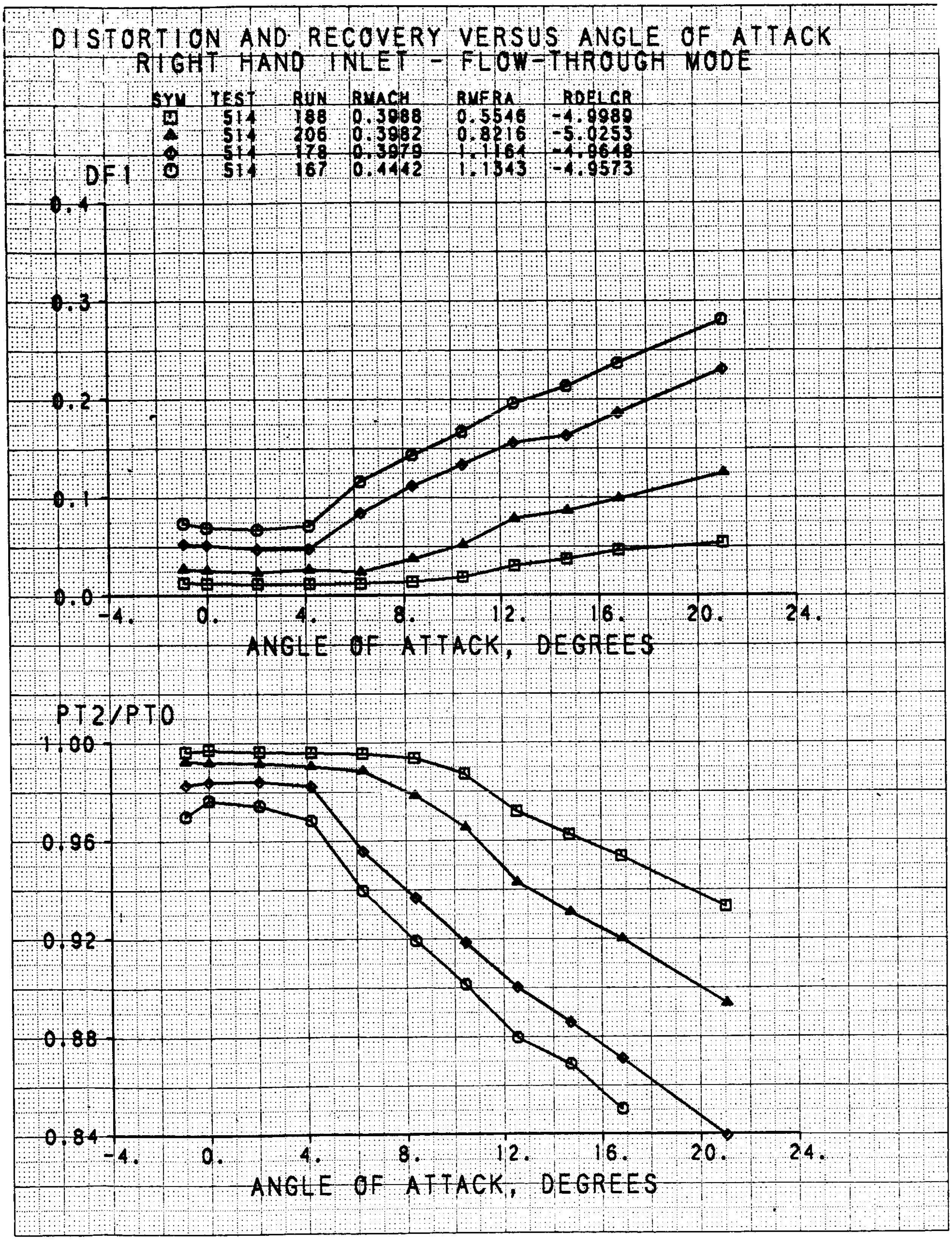


NOZZLE EXTENSION EFFECTS ON WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
▲ 514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
0.
10.
20.
30.
40.
50.
60.
70.
80.
90.
100.
PERCENT CHORD


NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - UPPER SURFACE
-0.2
-0.1
0.0
0.1
0.2
0.3
0.4
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION



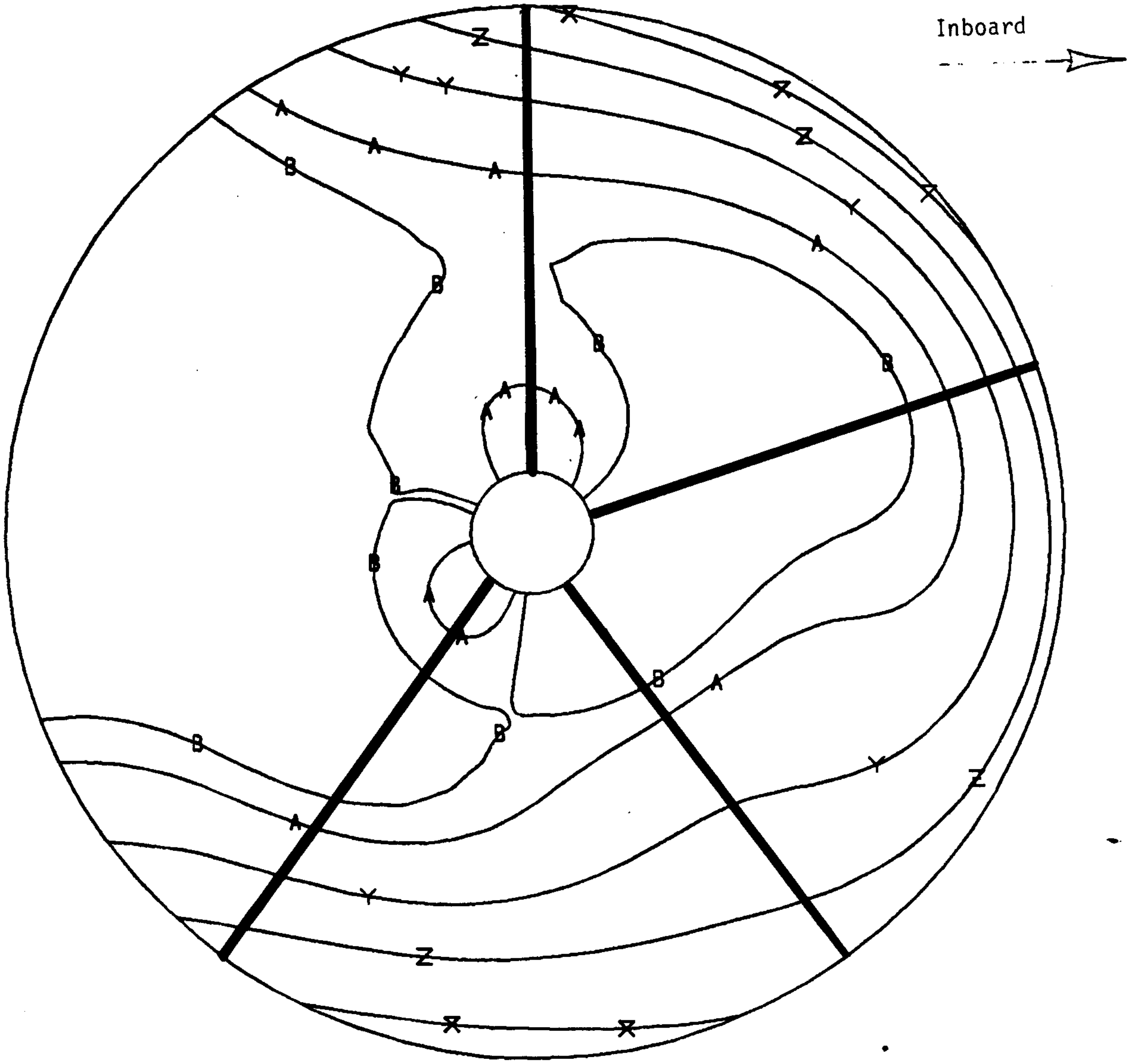
NOZZLE EXTENSION EFFECTS ON INNER WING PRESSURES
SYM TEST RUN MACH ALPHAM DELCL DESCRIPTION
□ 514 92 1.3923 0.0866 0.000 F/T,COMMON BASELINE
△ 514 218 1.3930 0.1220 0.000 F/T,NOZZLE EXTENSION BASELINE
CP - LOWER SURFACE
-0.4
-0.3
-0.2
-0.1
0.0
0.1
0.2
24.
28.
32.
36.
40.
44.
48.
52.
56.
60.
64.
MODEL STATION


DISTORTION AND RECOVERY VERSUS ANGLE OF ATTACK
RIGHT HAND INLET - FLOW-THROUGH MODE
SYM TEST RUN RMACH RMFRA RDELCR
514 188 0.3988 0.5546 -4.9989
514 206 0.3982 0.8216 -5.0253
514 178 0.3979 1.1164 -4.9648
514 167 0.4442 1.1343 -4.9573
DF1
0.4
0.3
0.2
0.1
0.0
-4.
0.
4.
8.
12.
16.
20.
24.
ANGLE OF ATTACK, DEGREES
PT2/PTO
1.00
0.96
0.92
0.88
0.84
-4.
0.
4.
8.
12.
16.
20.
24.
ANGLE OF ATTACK, DEGREES

COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	167	0.4442	.00347	1.2147	-4.9573	0.9715	0.0713

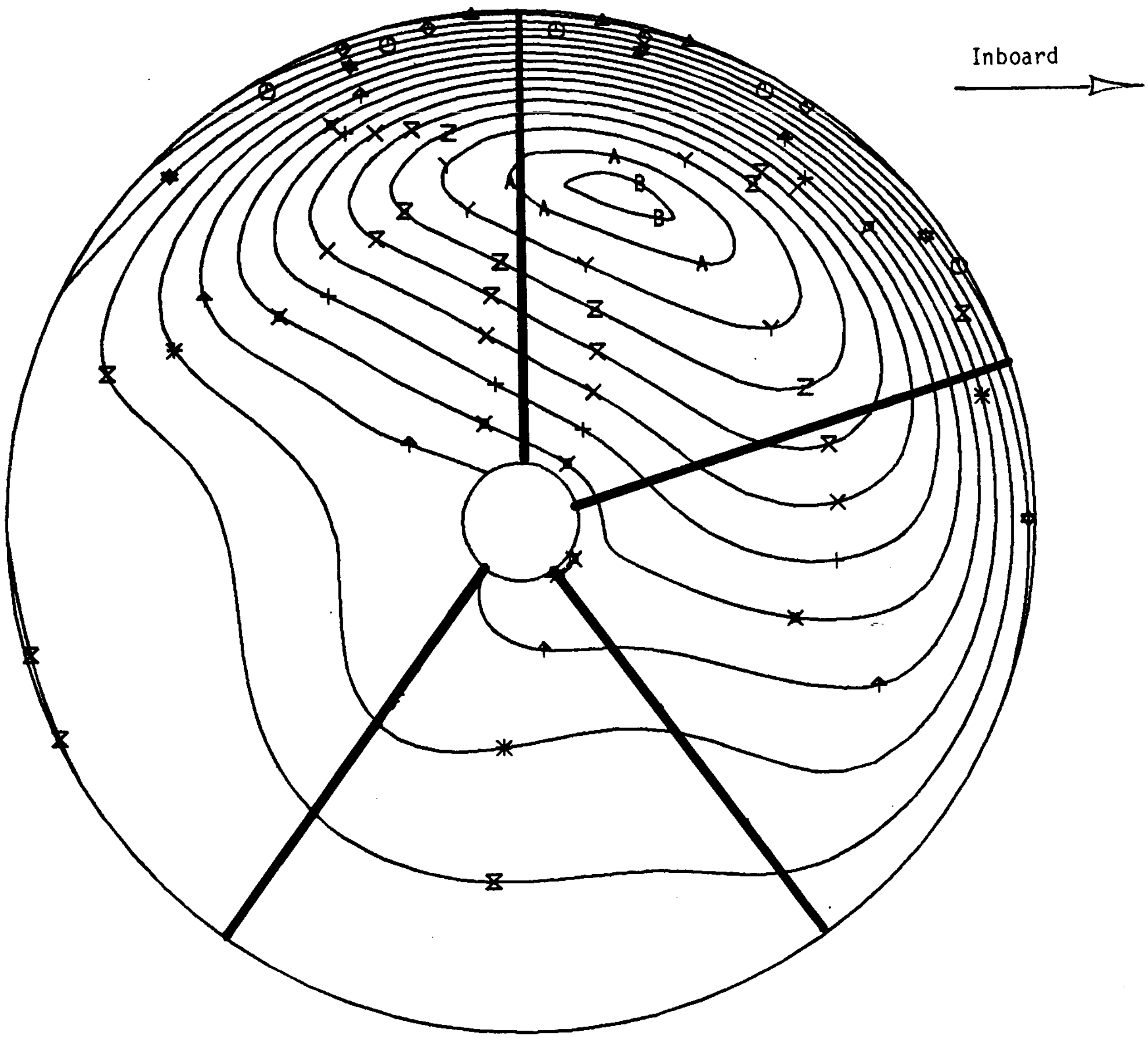
⊟	0.70000	▲	0.72000	◆	0.74000
⊖	0.76000	●	0.78000	⧗	0.80000
✱	0.82000	↑	0.84000	✖	0.86000
+	0.88000	×	0.90000	X	0.92000
Z	0.94000	Y	0.96000	A	0.98000
B	0.99000				

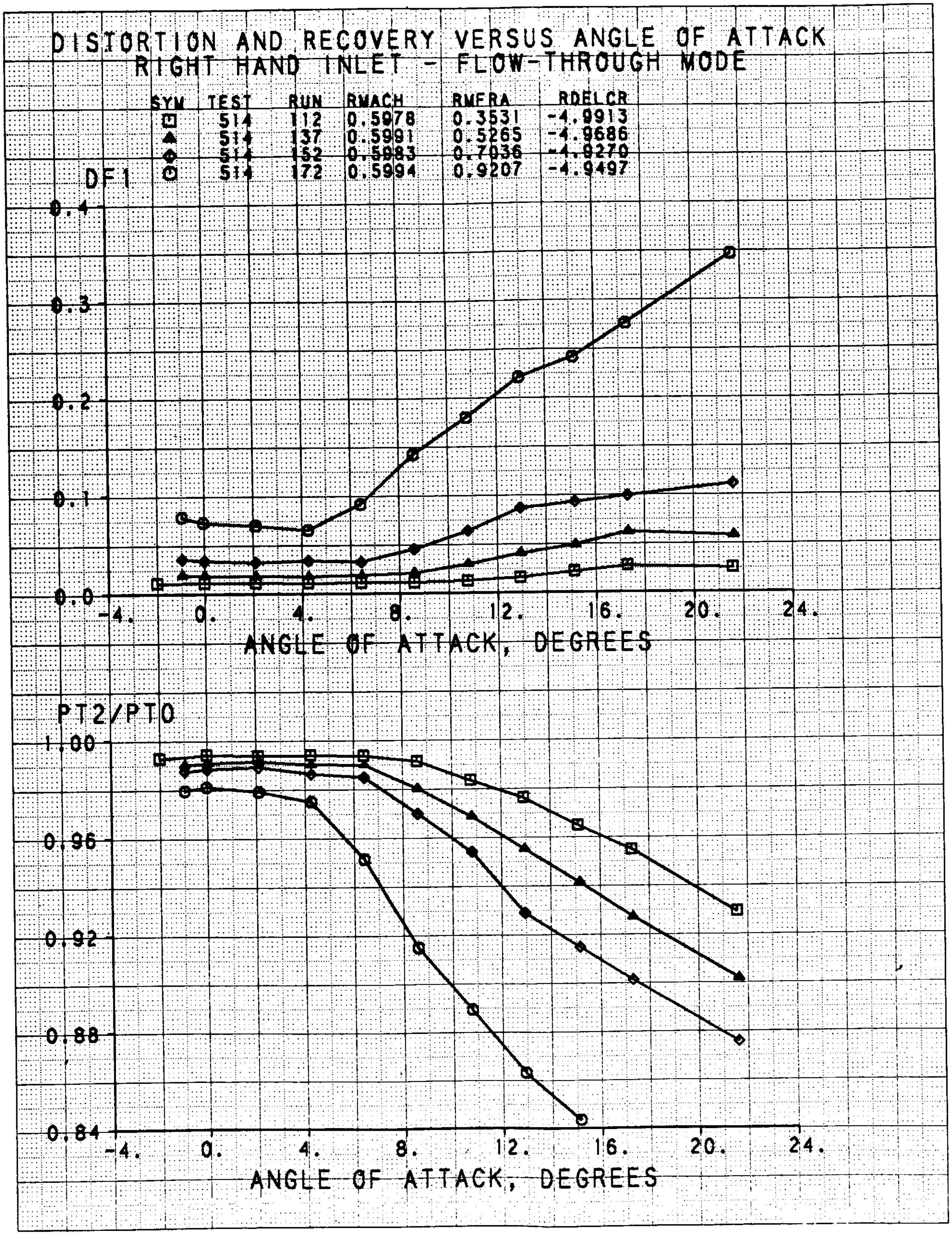


COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	167	0.4442	16.823	1.0536	-4.9573	0.8504	0.2367

0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		

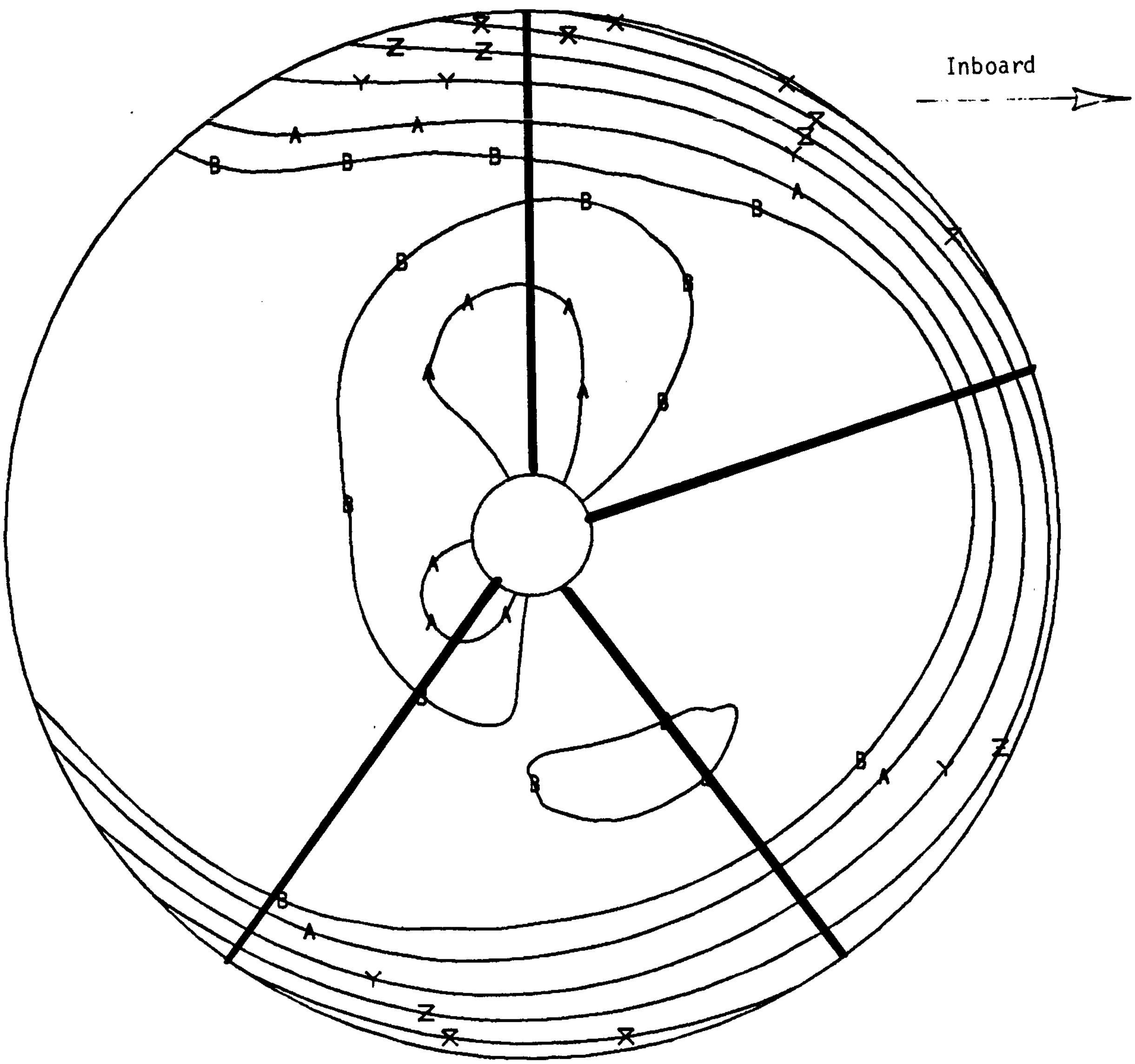



DISTORTION AND RECOVERY VERSUS ANGLE OF ATTACK
RIGHT HAND INLET - FLOW-THROUGH MODE
SYM TEST RUN RMACH RMFRA RDELCR
514 112 0.5978 0.3531 -4.9913
514 137 0.5991 0.5265 -4.9686
514 152 0.5983 0.7036 -4.9270
514 172 0.5994 0.9207 -4.9497
DF1
0.4
0.3
0.2
0.1
0.0
-4. 0. 4. 8. 12. 16. 20. 24.
ANGLE OF ATTACK, DEGREES
PT2/PT0
1.00
0.96
0.92
0.88
0.84
-4. 0. 4. 8. 12. 16. 20. 24.
ANGLE OF ATTACK, DEGREES

COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	172	0.5994	.00428	0.9204	-4.9497	0.9809	0.0737

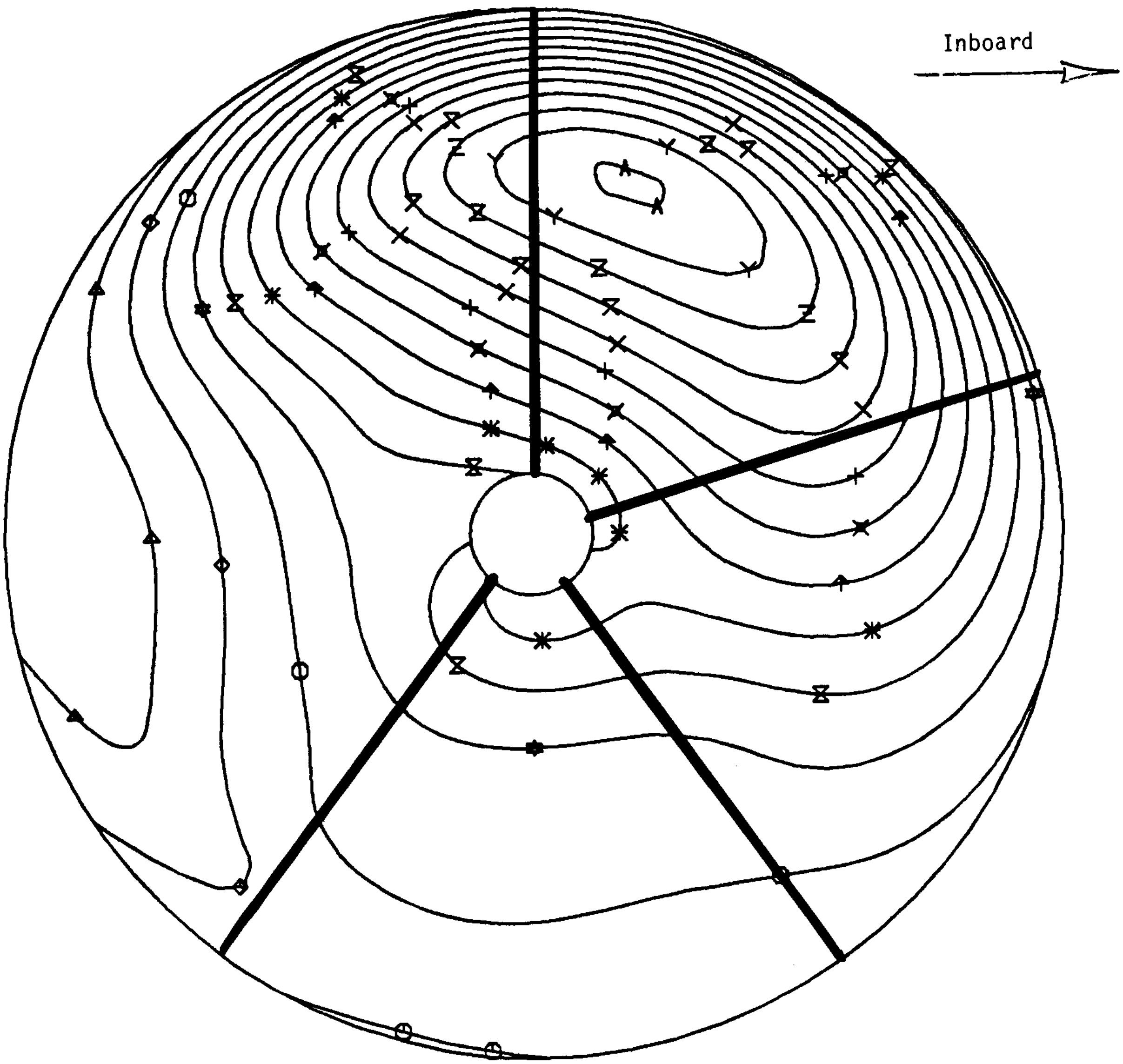
—⊟—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—●—	0.78000	—⧗—	0.80000
—✳—	0.82000	—✦—	0.84000	—✕—	0.86000
—+—	0.88000	—✕—	0.90000	—⧖—	0.92000
—Z—	0.94000	—Y—	0.96000	—A—	0.98000
—B—	0.99000				

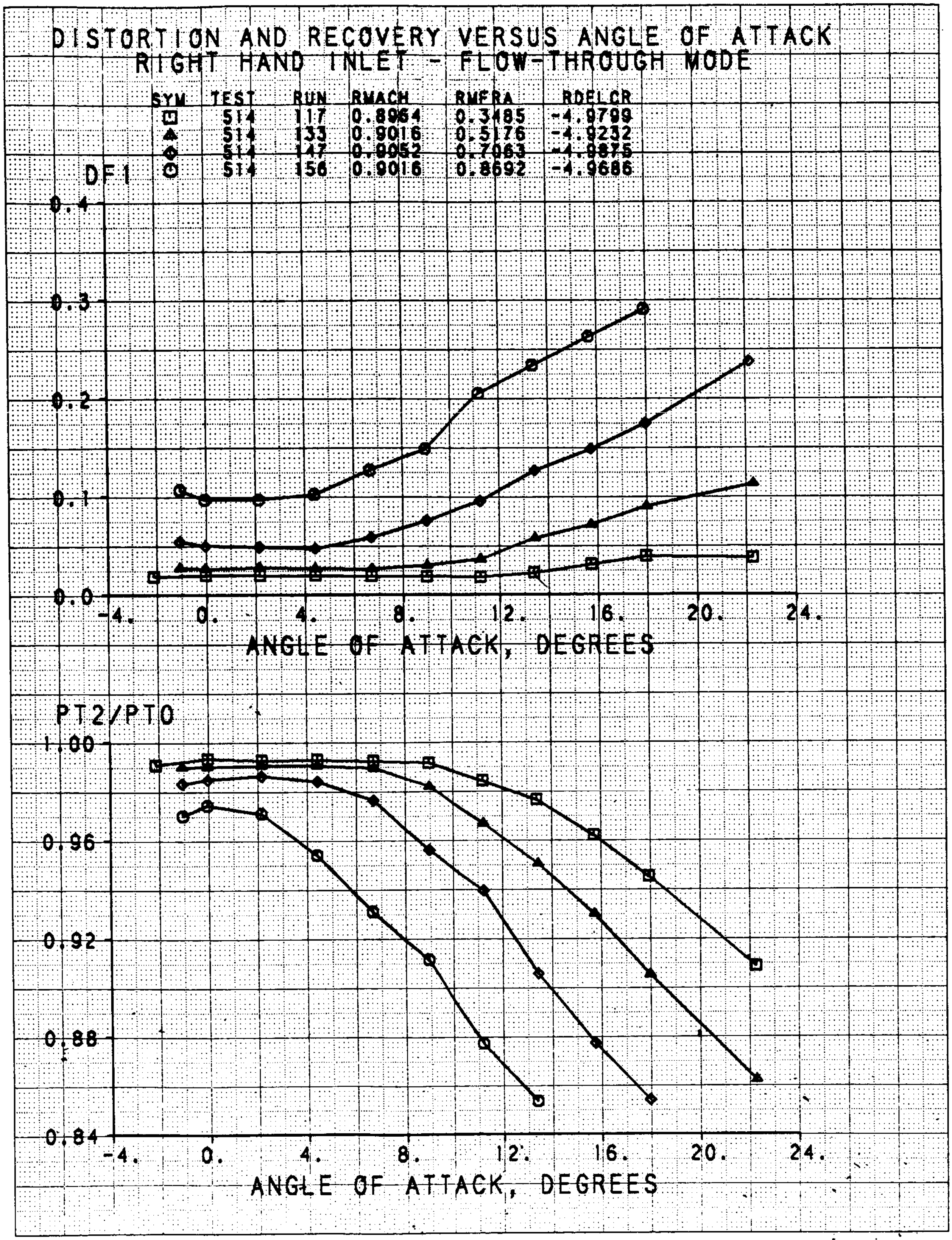


COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	172	0.5994	17.299	0.7943	-4.9497	0.8199	0.2761

—⊞—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—●—	0.78000	—⧗—	0.80000
—✱—	0.82000	—✦—	0.84000	—✕—	0.86000
—+—	0.88000	—✕—	0.90000	—⧖—	0.92000
—Z—	0.94000	—Y—	0.96000	—ʎ—	0.98000
—B—	0.99000				





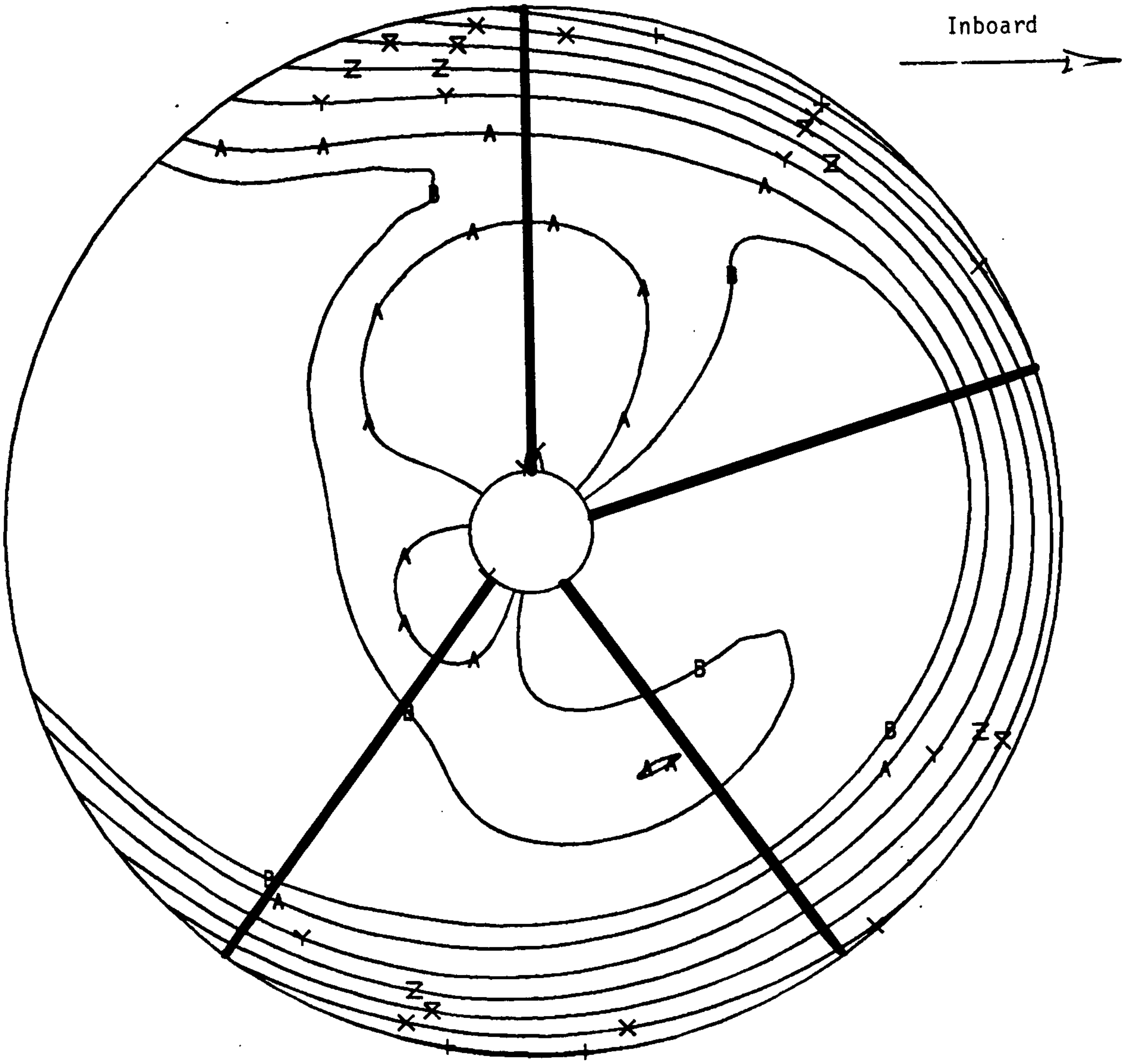
DISTORTION AND RECOVERY VERSUS ANGLE OF ATTACK
RIGHT HAND INLET - FLOW-THROUGH MODE

SYM	TEST	RUN	RMACH	RMFRA	RDELCR
□	514	117	0.8964	0.3485	-4.9799
▲	514	133	0.9016	0.5176	-4.9232
◆	514	147	0.9052	0.7063	-4.9875
○	514	156	0.9016	0.8692	-4.9686

COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

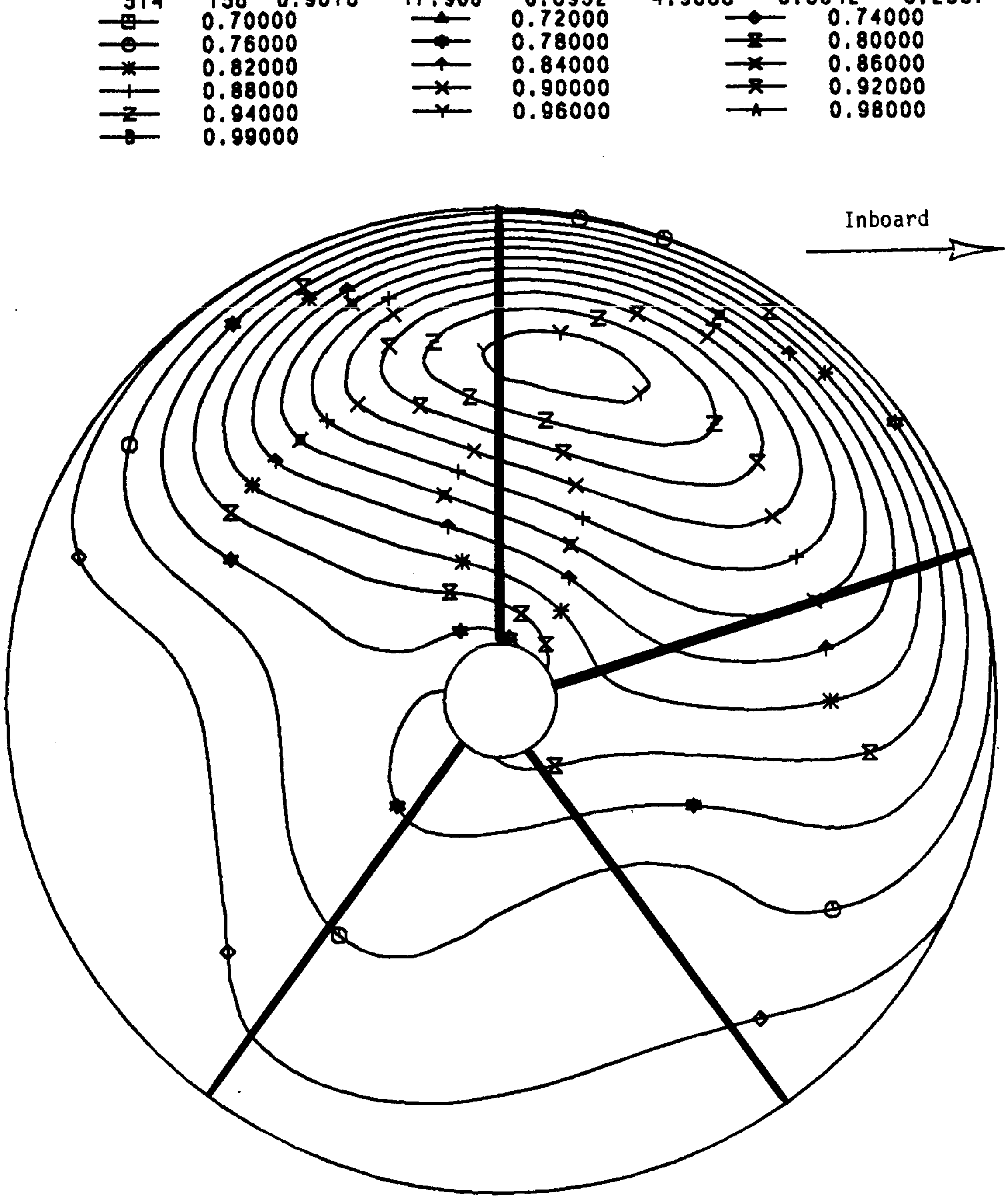
TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	REC1R	DF1R
514	156	0.9016	-0.0414	0.8699	-4.9686	0.9748	0.1000

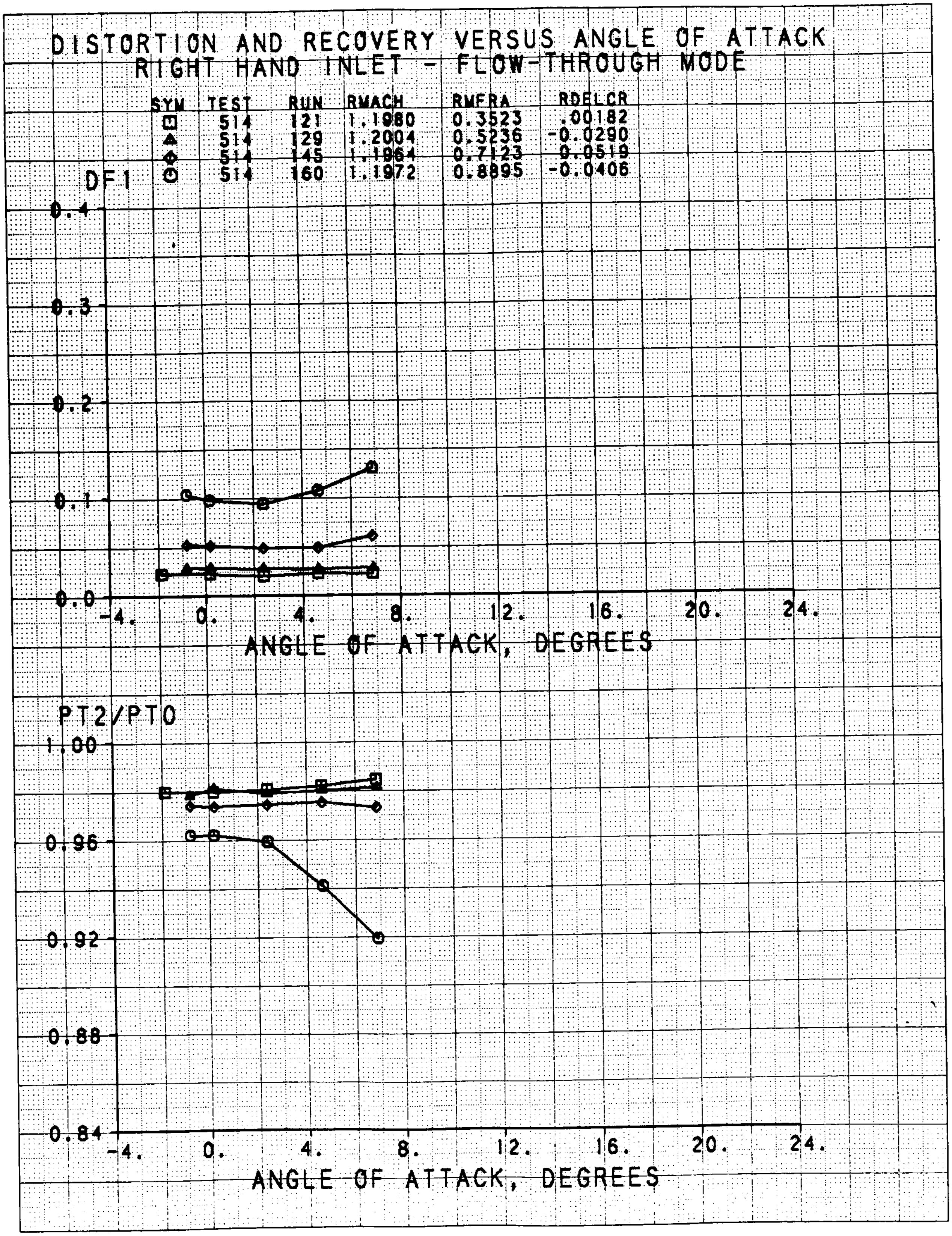
0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	156	0.9016	17.908	0.6932	-4.9686	0.8042	0.2907

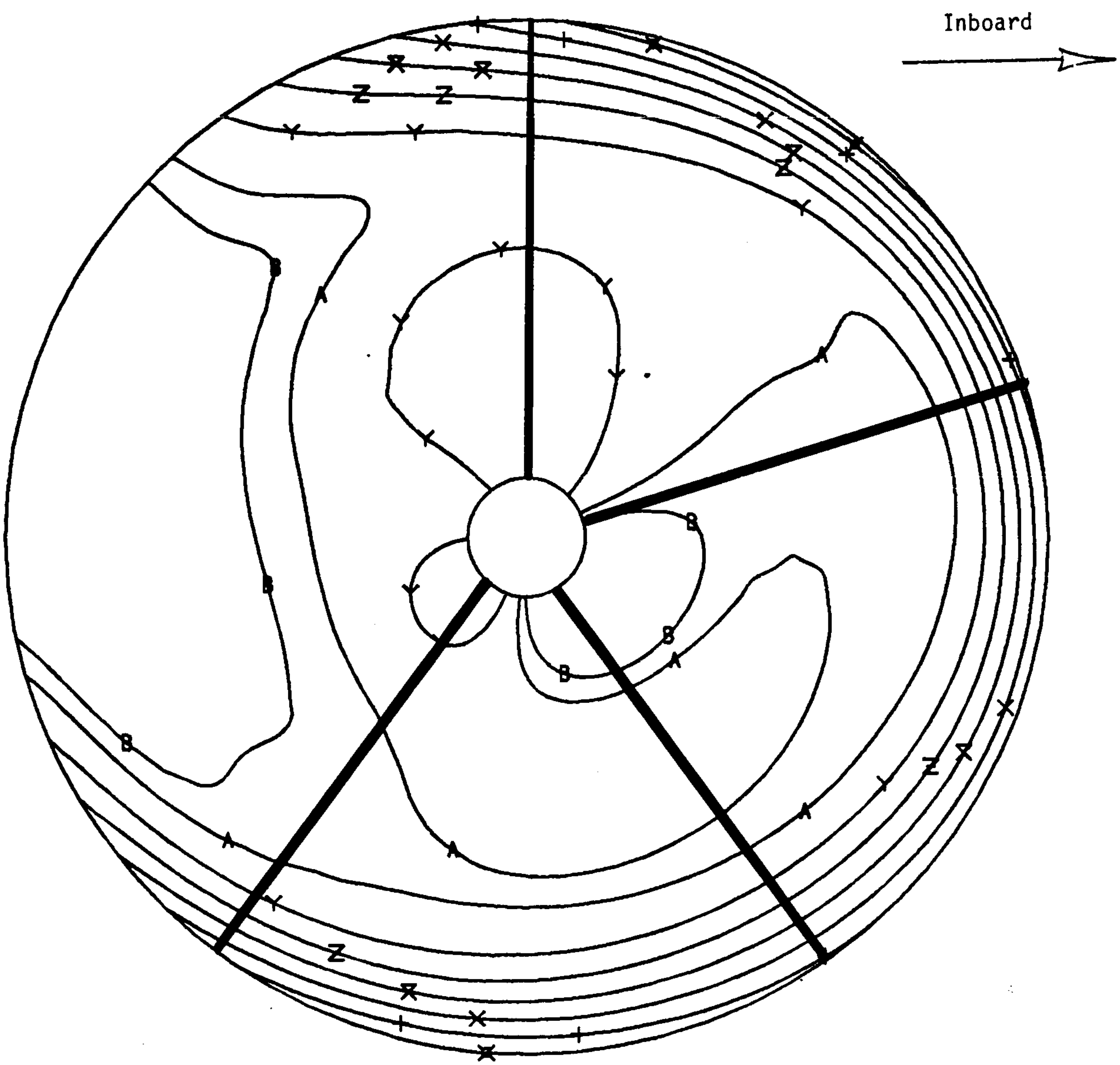



DISTORTION AND RECOVERY VERSUS ANGLE OF ATTACK
RIGHT HAND INLET - FLOW-THROUGH MODE
SYM TEST RUN RMACH RMFRA RDELCR
514 121 1.1980 0.3523 .00182
514 129 1.2004 0.5236 -0.0290
514 145 1.1964 0.7123 0.0519
514 160 1.1972 0.8895 -0.0406
DF1
0.4
0.3
0.2
0.1
0.0
-4.
0.
4.
8.
12.
16.
20.
24.
ANGLE OF ATTACK, DEGREES
PT2/PT0
1.00
0.96
0.92
0.88
0.84
-4.
0.
4.
8.
12.
16.
20.
24.
ANGLE OF ATTACK, DEGREES

COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	160	1.1972	0.2017	0.8878	-0.0406	0.9595	0.0950

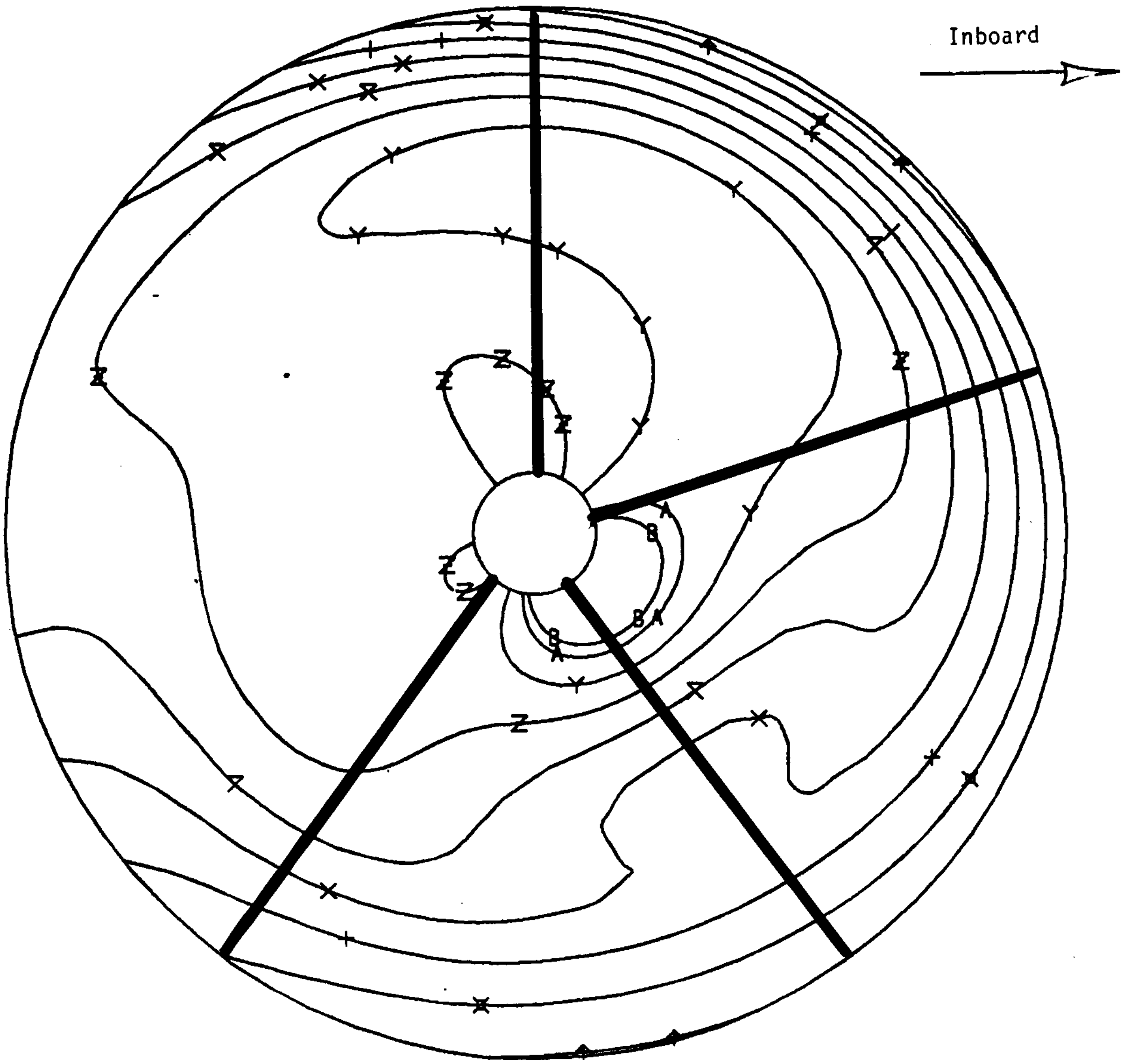
⊟	0.70000	▲	0.72000	◆	0.74000
⊖	0.76000	●	0.78000	⧗	0.80000
✱	0.82000	✚	0.84000	✖	0.86000
+	0.88000	X	0.90000	⊼	0.92000
Z	0.94000	Y	0.96000	A	0.98000
B	0.99000				



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	160	1.1972	6.8910	0.8553	-0.0406	0.9193	0.1308

⊞	0.70000	▲	0.72000	◆	0.74000
⊖	0.76000	●	0.78000	⧗	0.80000
✱	0.82000	+	0.84000	×	0.86000
+	0.88000	×	0.90000	⧗	0.92000
Z	0.94000	Y	0.96000	A	0.98000
B	0.99000				



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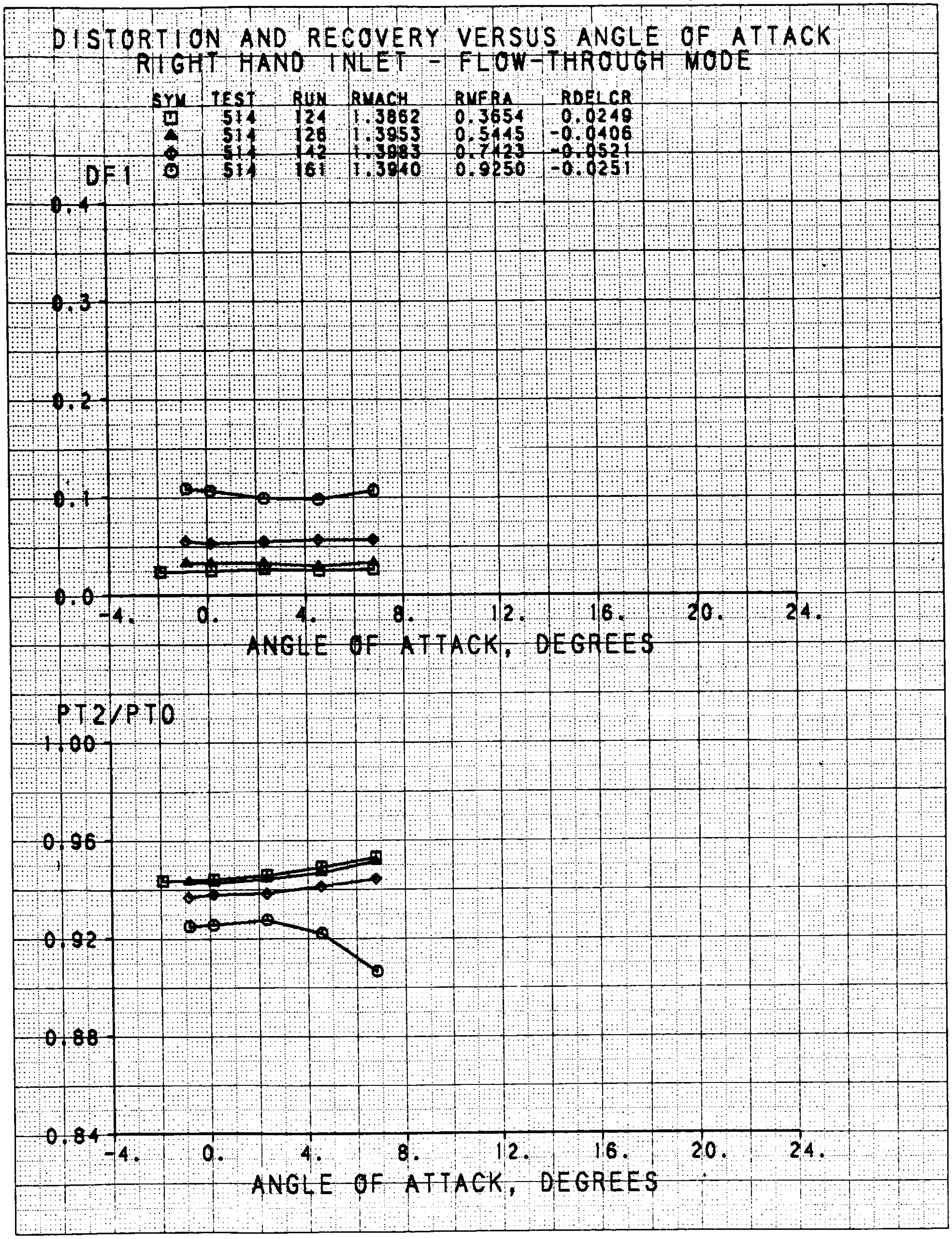
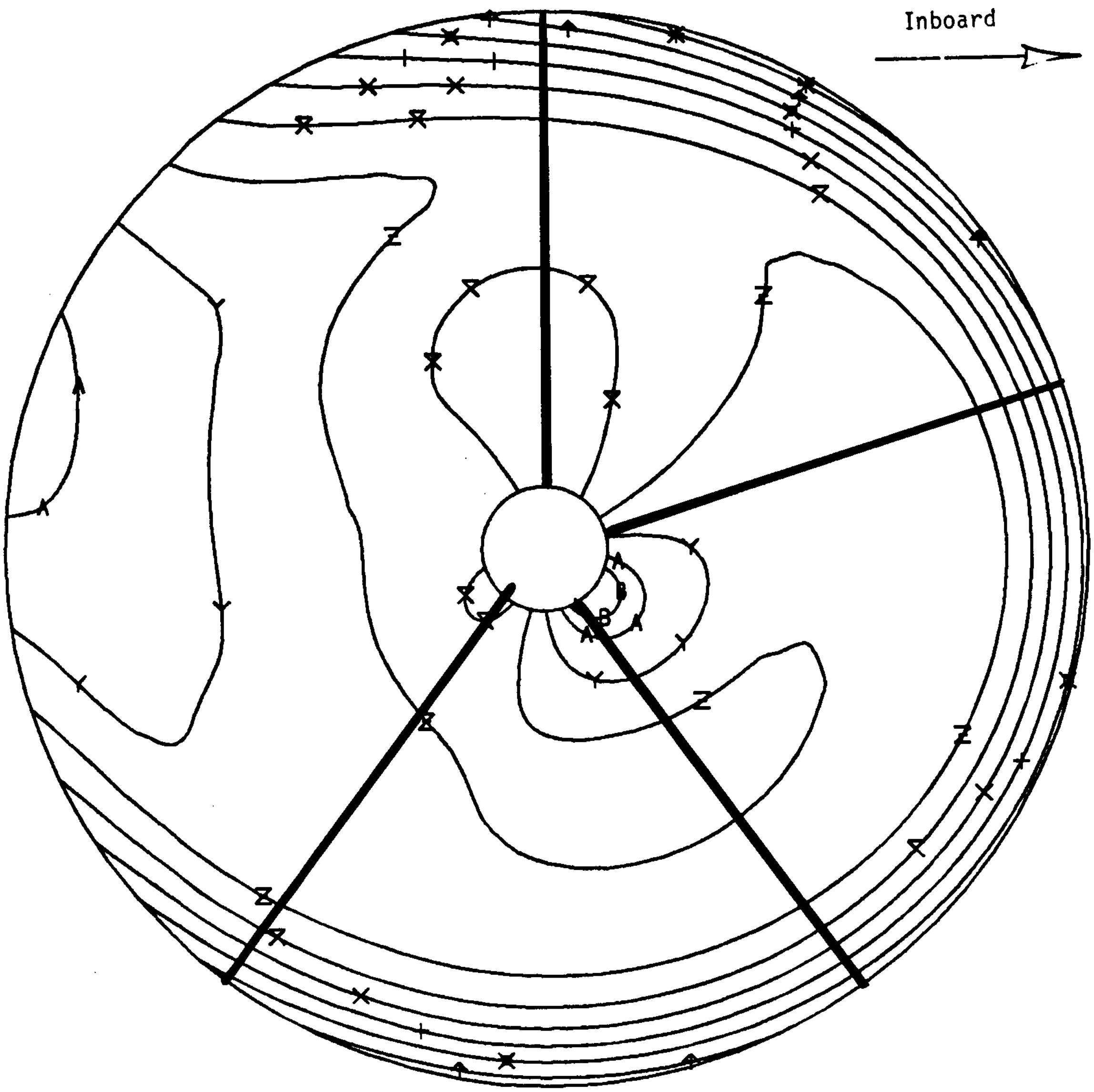


COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	REC1R	DF1R
514	161	1.3940	0.1793	0.9260	-0.0251	0.9266	0.1058

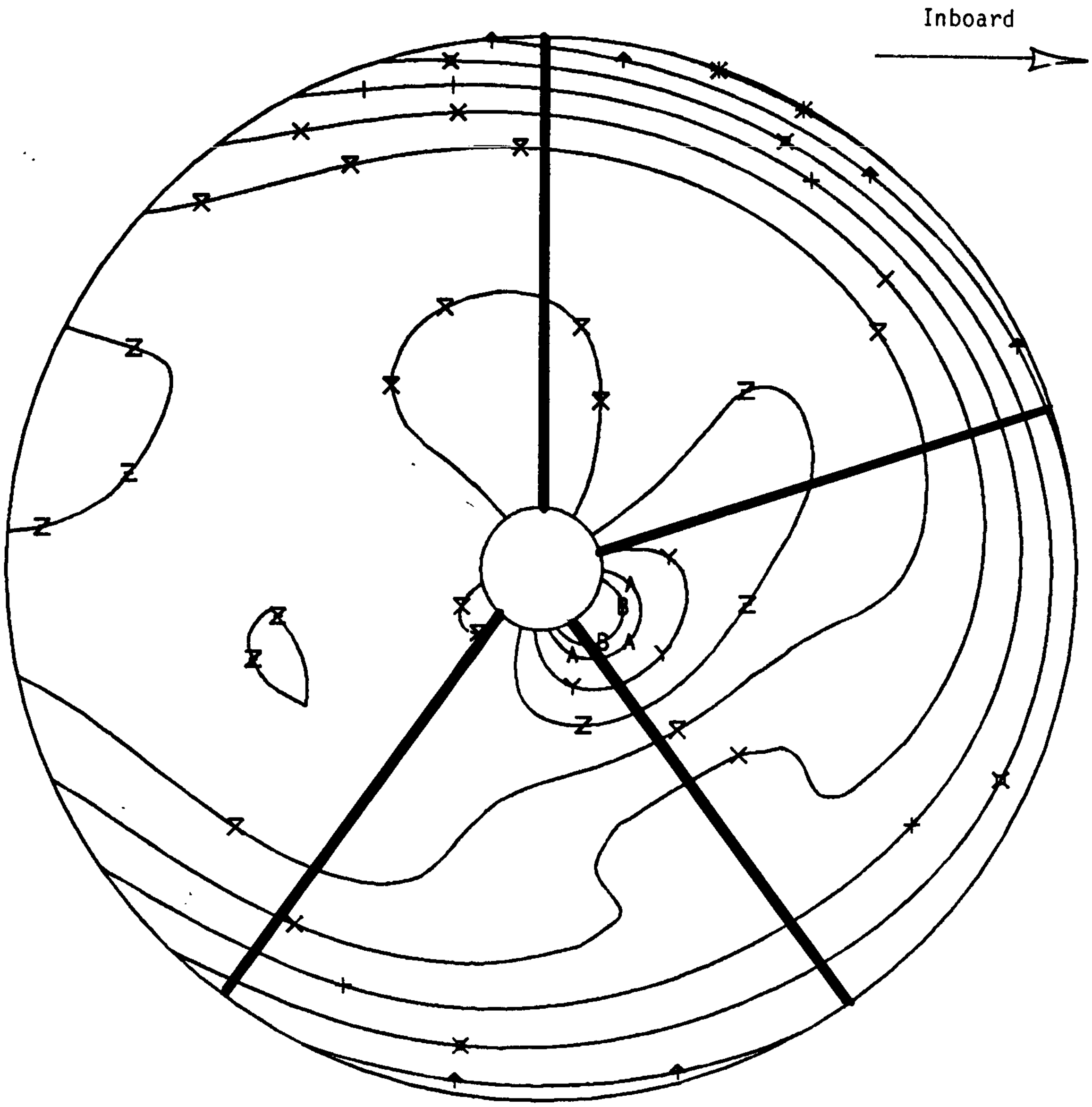
0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		

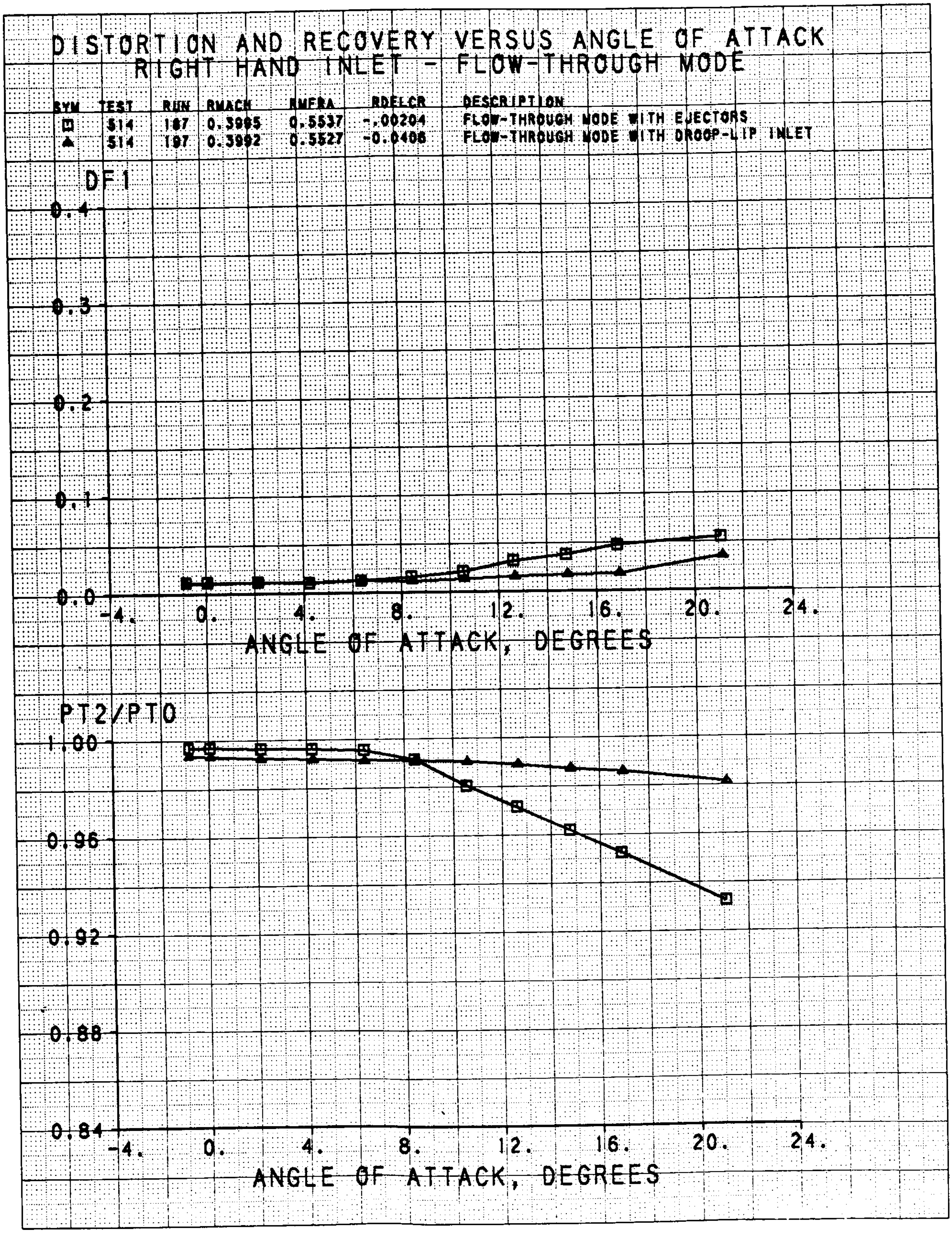


COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	161	1.3940	6.8135	0.9084	-0.0251	0.9066	0.1070

0.70000 0.72000 0.74000
0.76000 0.78000 0.80000
0.82000 0.84000 0.86000
0.88000 0.90000 0.92000
0.94000 0.96000 0.98000
0.99000





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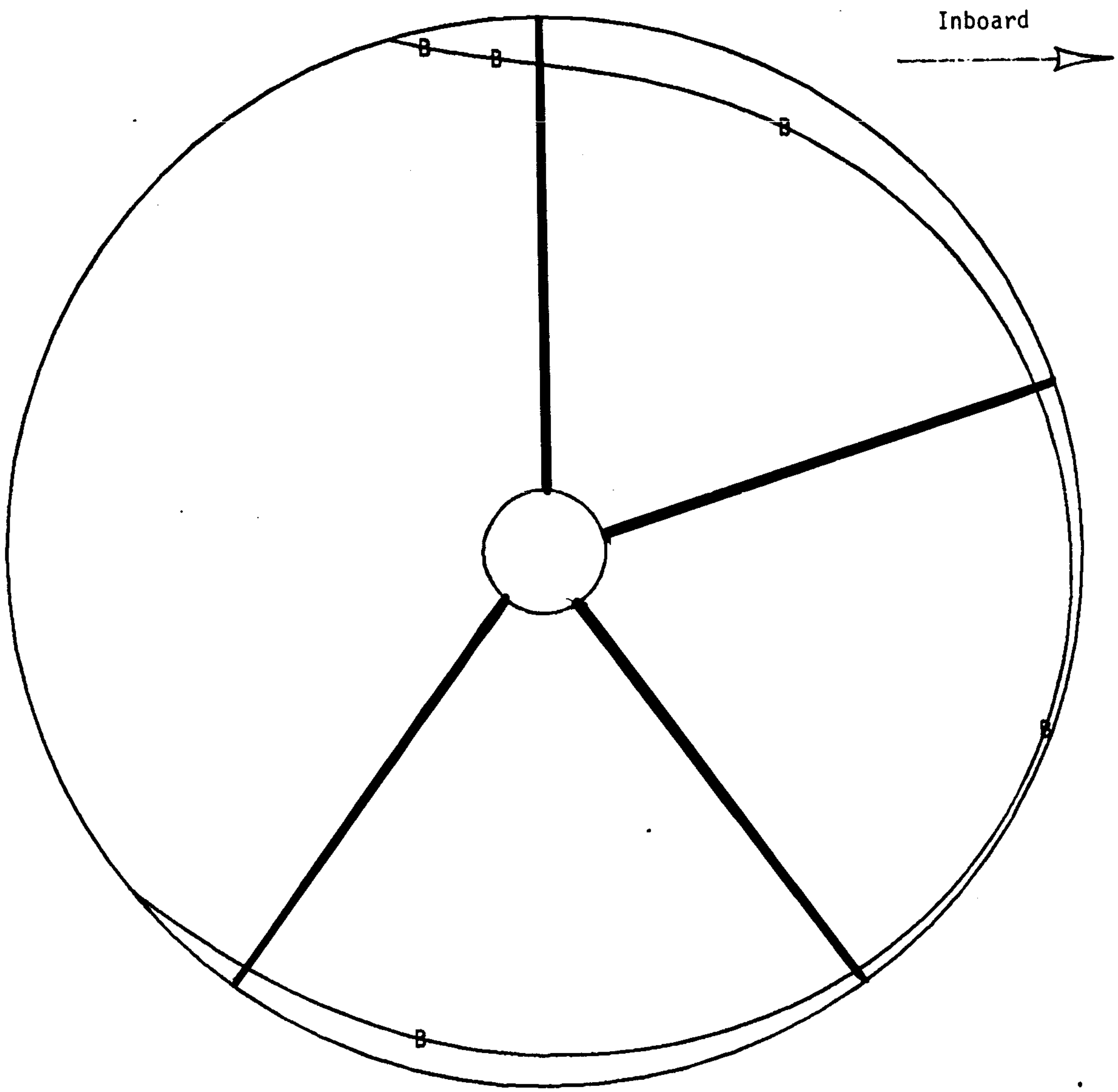
COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	187	0.3995	0.0828	0.5535	-.00204	0.9967	0.0127

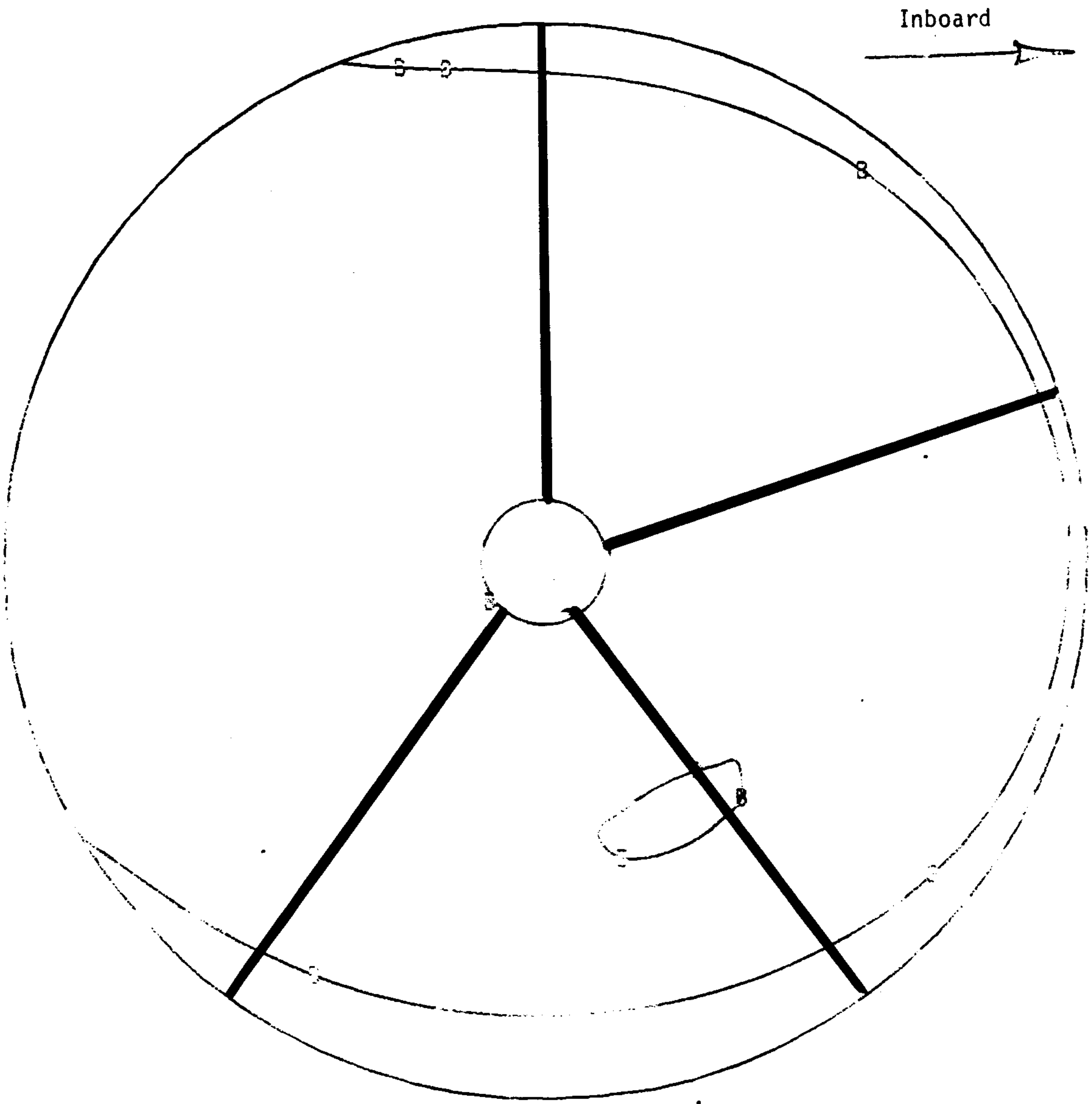
—⊟—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—●—	0.78000	—X—	0.80000
—✱—	0.82000	—+—	0.84000	—×—	0.86000
—+—	0.88000	—×—	0.90000	—X—	0.92000
—Z—	0.94000	—Y—	0.96000	—A—	0.98000
—B—	0.99000				



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DEIR
514	197	0.3992	0.0872	[illegible]	-0.0406	[illegible]	0.0114

0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	[illegible]
0.94000	0.96000	0.98000
0.99000		



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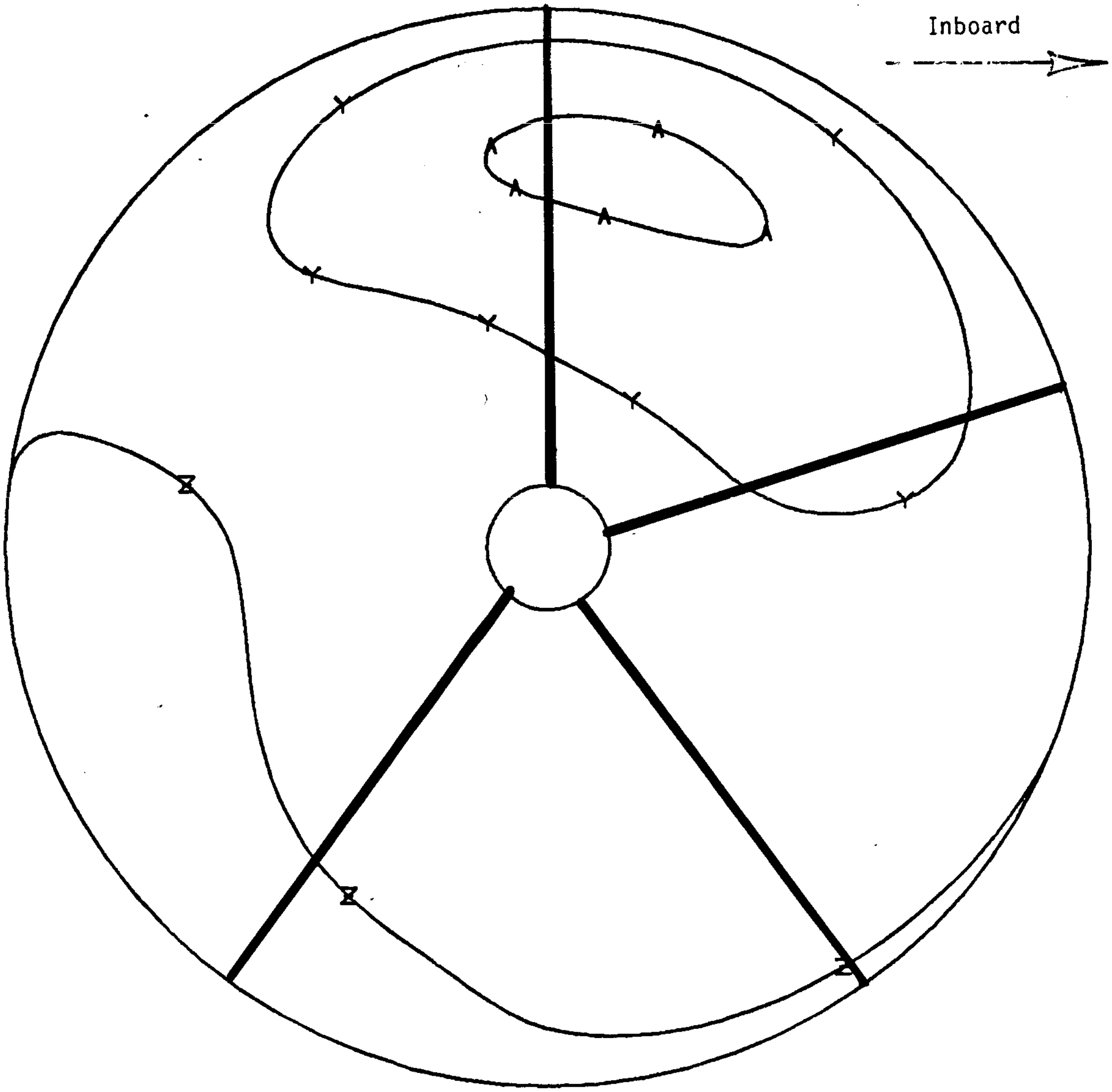
COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	187	0.3995	16.861	0.5310	-.00204	0.9525	0.0475

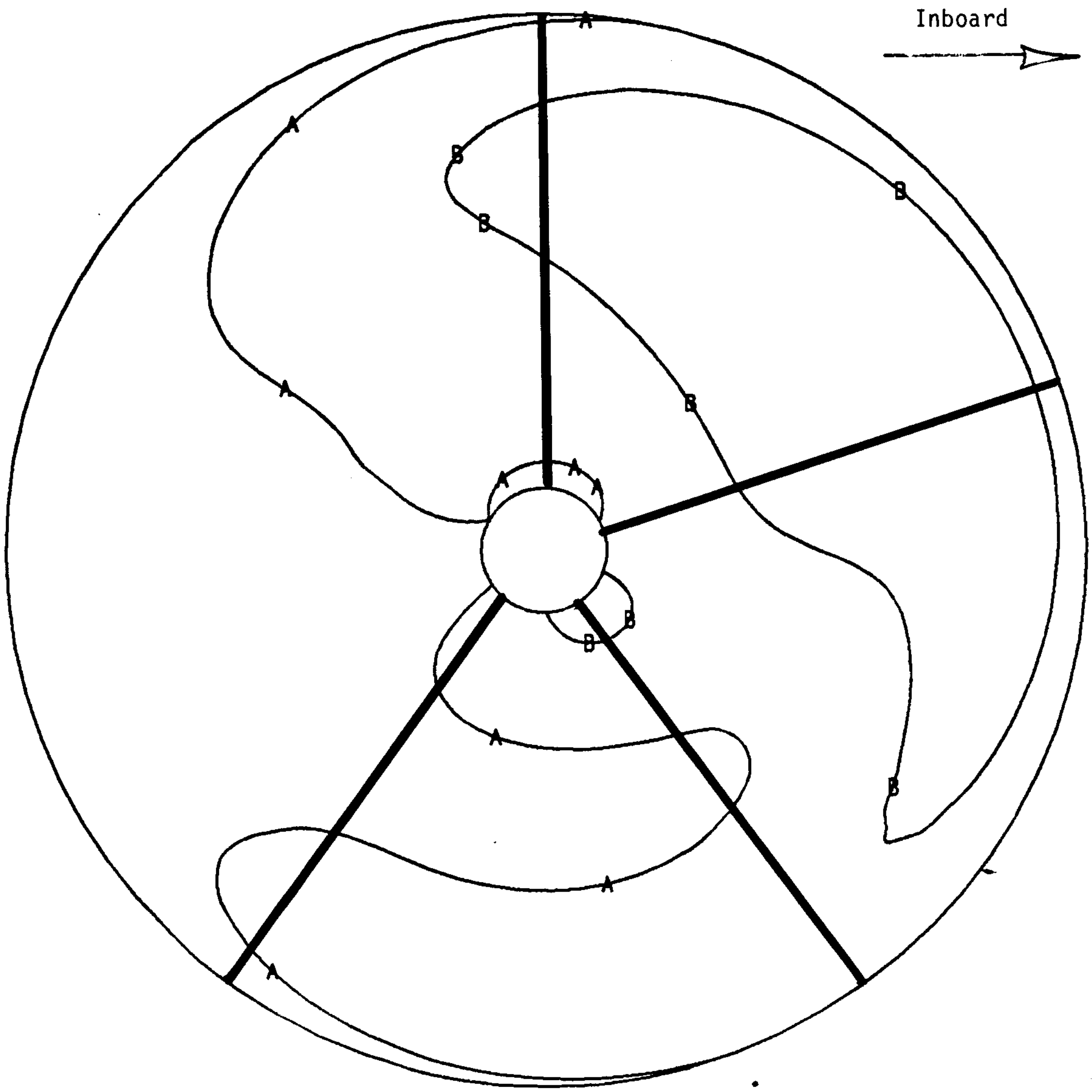
0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	197	0.3992	16.944	0.5497	-0.0406	0.9859	0.0183

—⊞—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—●—	0.78000	—X—	0.80000
—✳—	0.82000	—+—	0.84000	—✕—	0.86000
—+—	0.88000	—×—	0.90000	—X—	0.92000
—Z—	0.94000	—Y—	0.96000	—A—	0.98000
—B—	0.99000				



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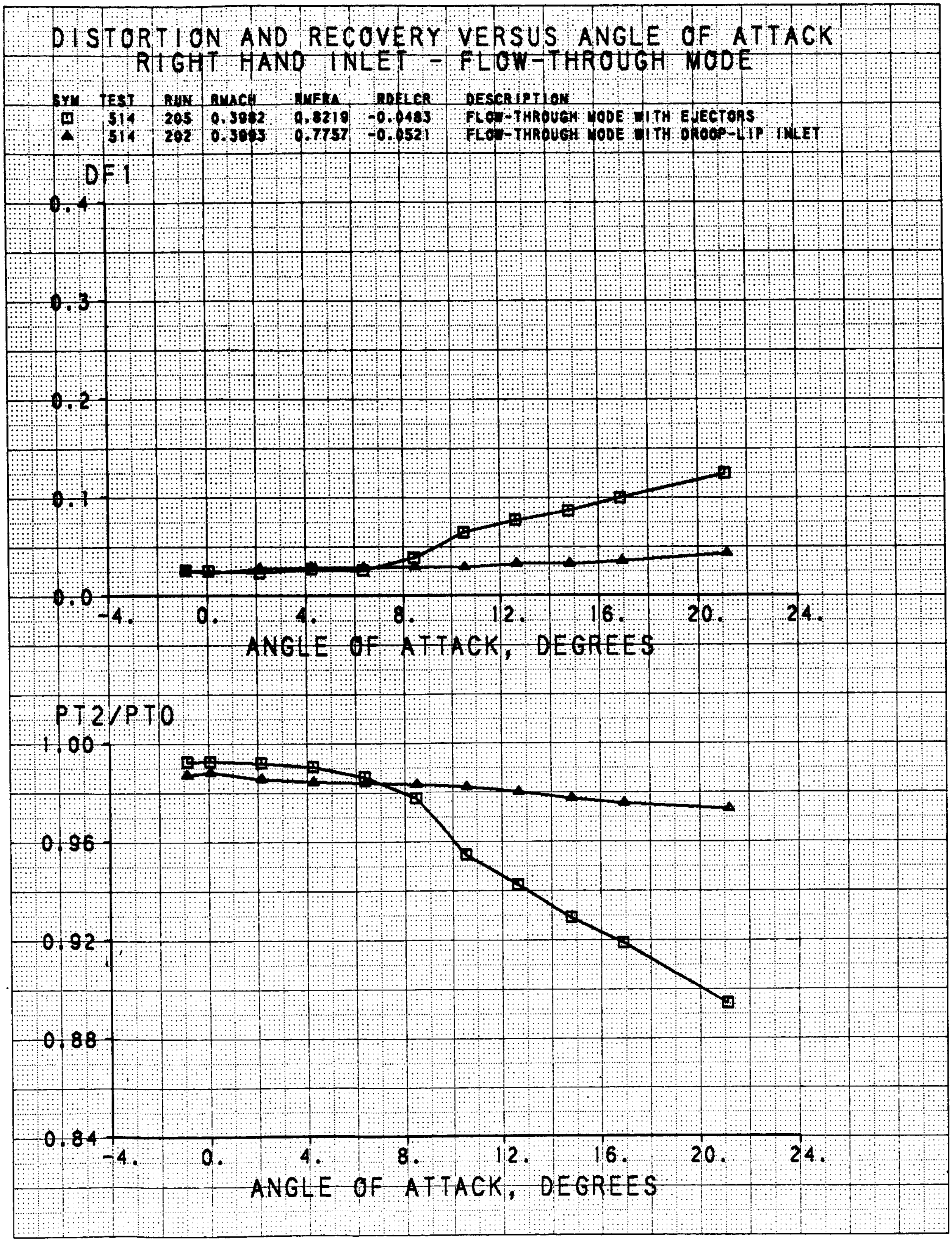
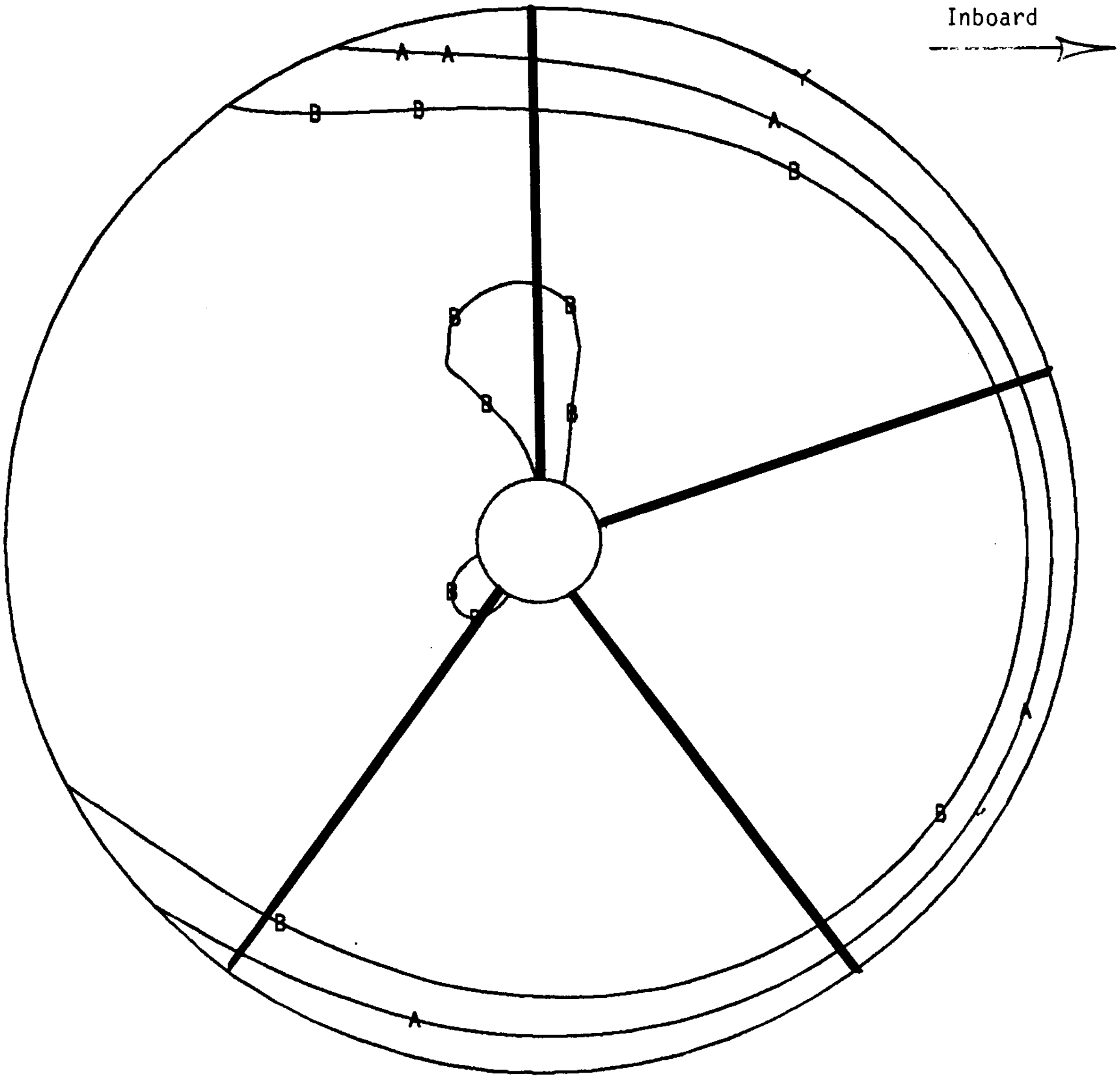


COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	REC1R	DF1R
514	205	0.3982	0.0825	0.8209	-0.0483	0.9923	0.0252

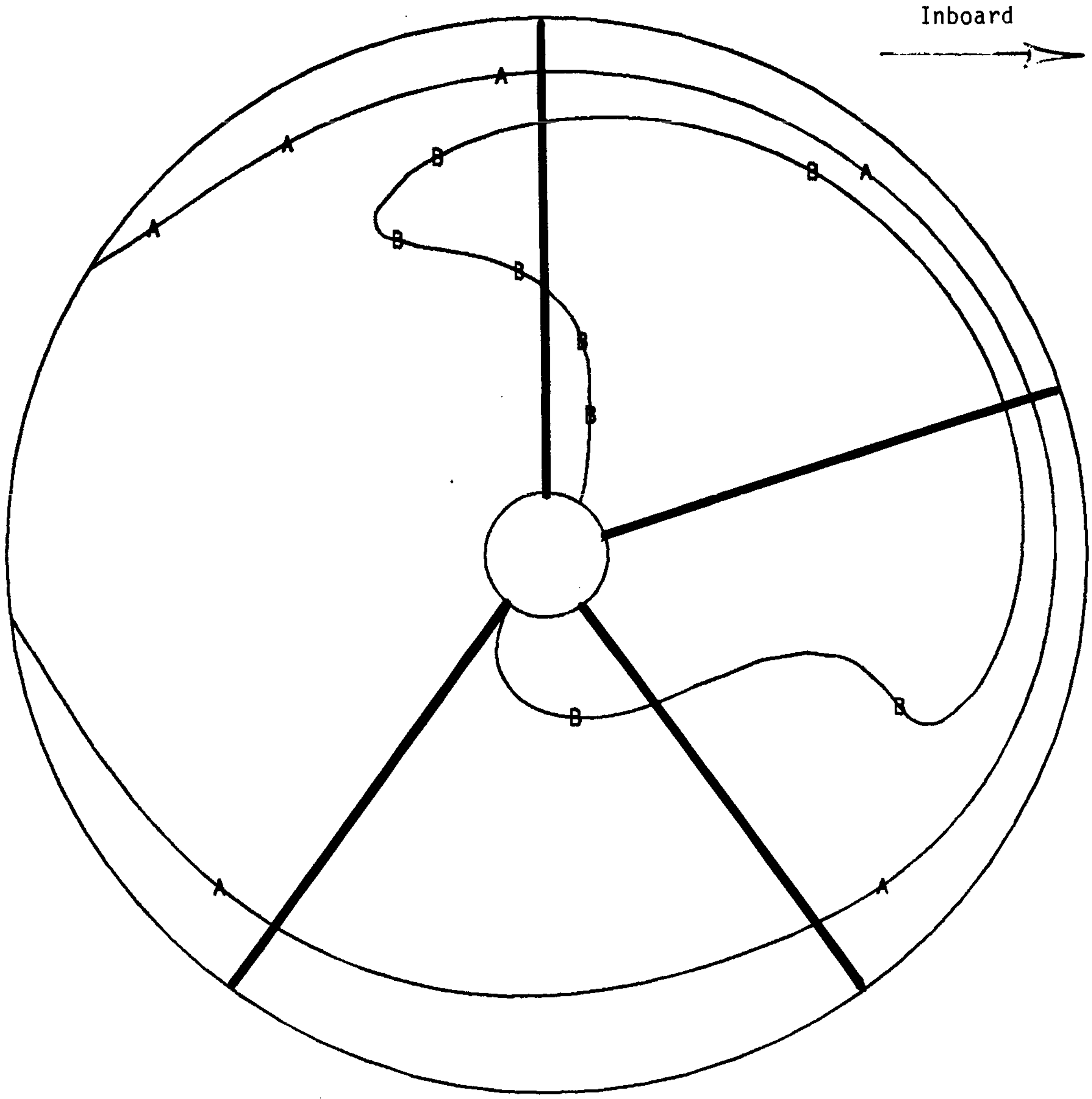
⊟	0.70000	▲	0.72000	◆	0.74000
⊖	0.76000	✚	0.78000	⧗	0.80000
✱	0.82000	✦	0.84000	✖	0.86000
+	0.88000	×	0.90000	⧖	0.92000
Z	0.94000	Y	0.96000	A	0.98000
B	0.99000				



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	202	0.3993	0.0863	0.8338	-0.0521	0.9869	0.0265

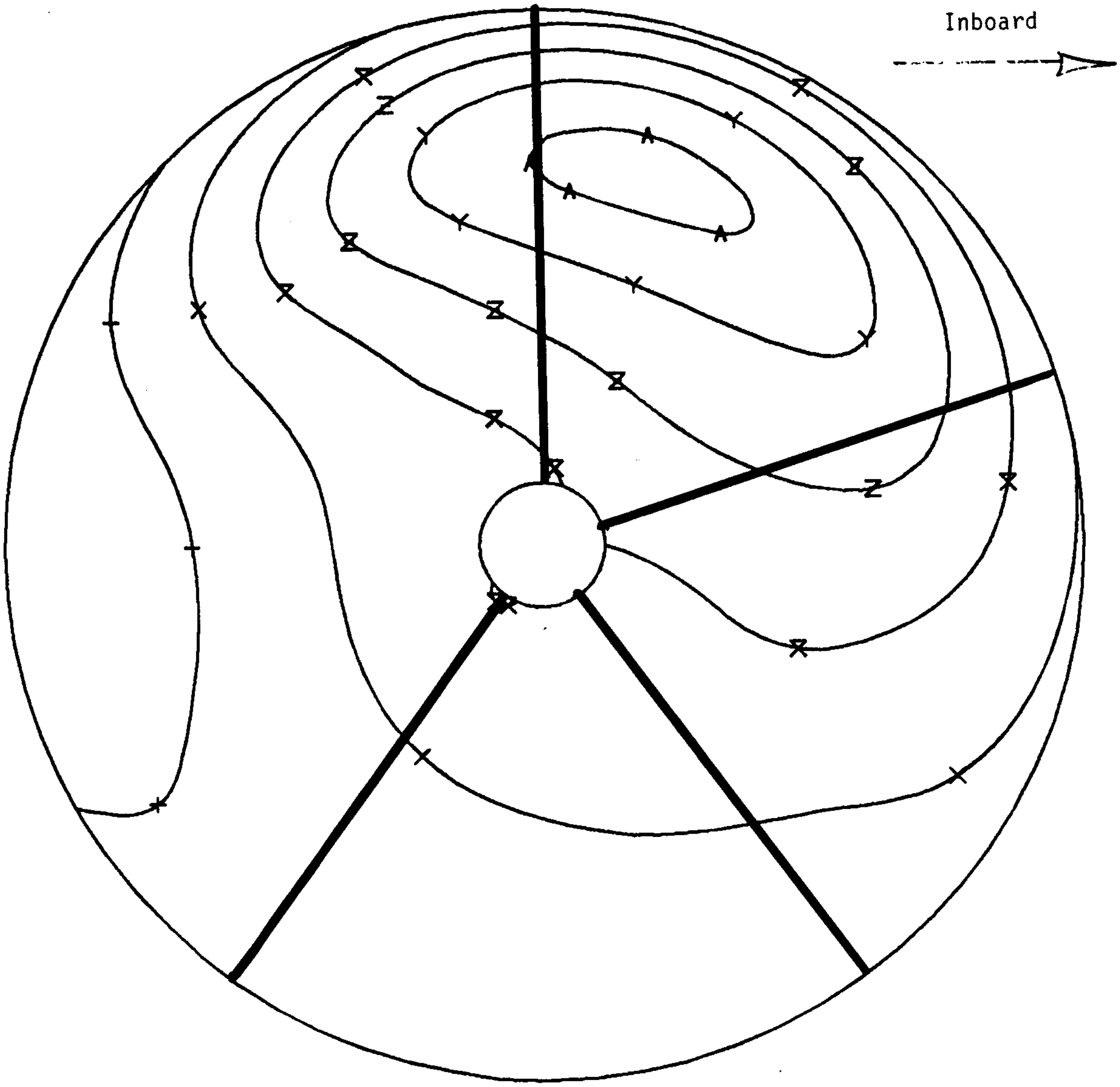
—⊟—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—●—	0.78000	—⧗—	0.80000
—✳—	0.82000	—+—	0.84000	—✖—	0.86000
—I—	0.88000	—×—	0.90000	—X—	0.92000
—Z—	0.94000	—Y—	0.96000	—A—	0.98000
—B—	0.99000				



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	205	0.3982	16.892	0.7696	-0.0483	0.9190	0.0999

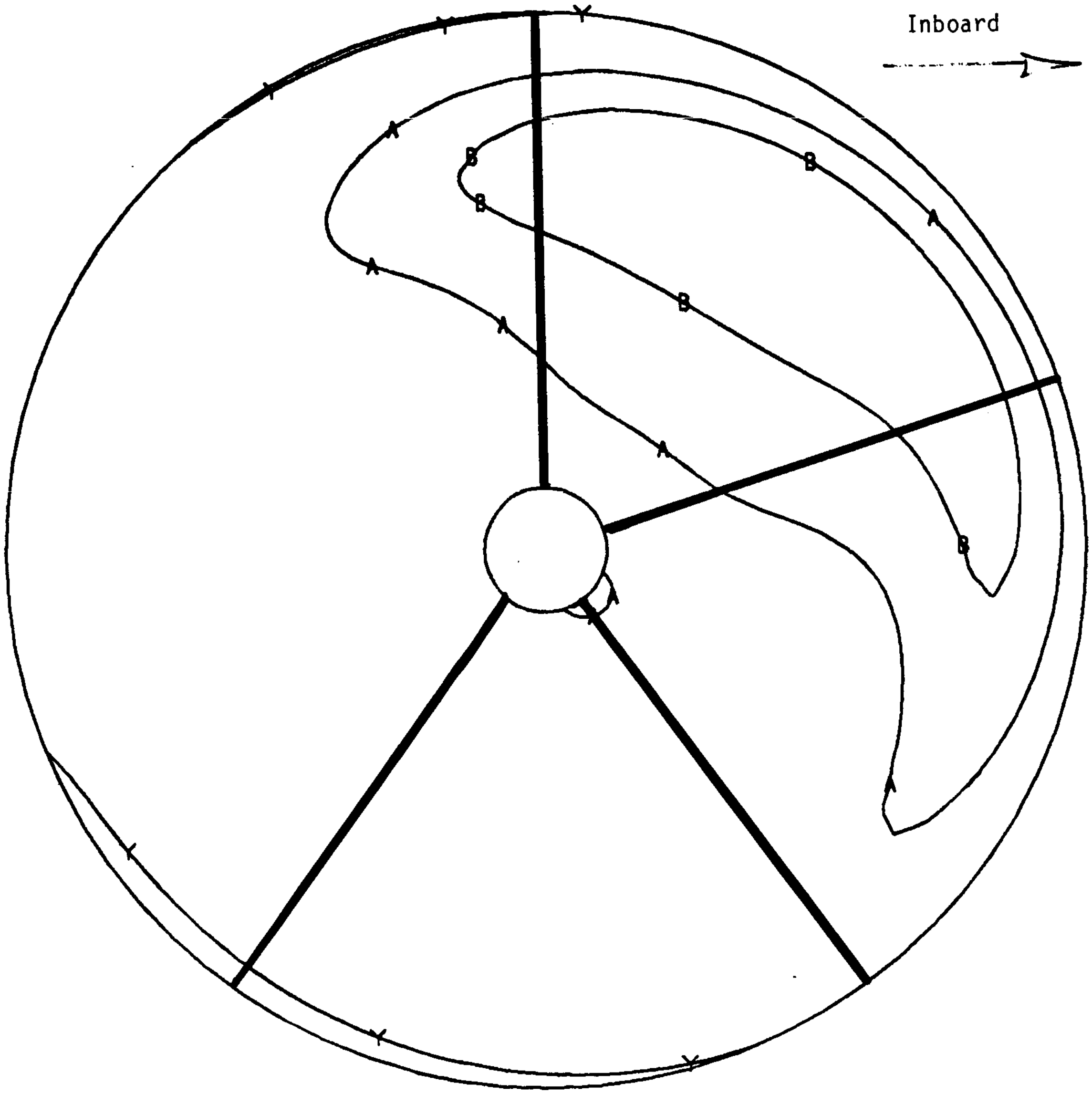
0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	202	0.3993	16.947	0.7931	-0.0521	0.9756	0.0356

—⊟—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—●—	0.78000	—X—	0.80000
—✱—	0.82000	—+—	0.84000	—✖—	0.86000
—+—	0.88000	—×—	0.90000	—Ж—	0.92000
—Z—	0.94000	—Y—	0.96000	—A—	0.98000
—B—	0.99000				



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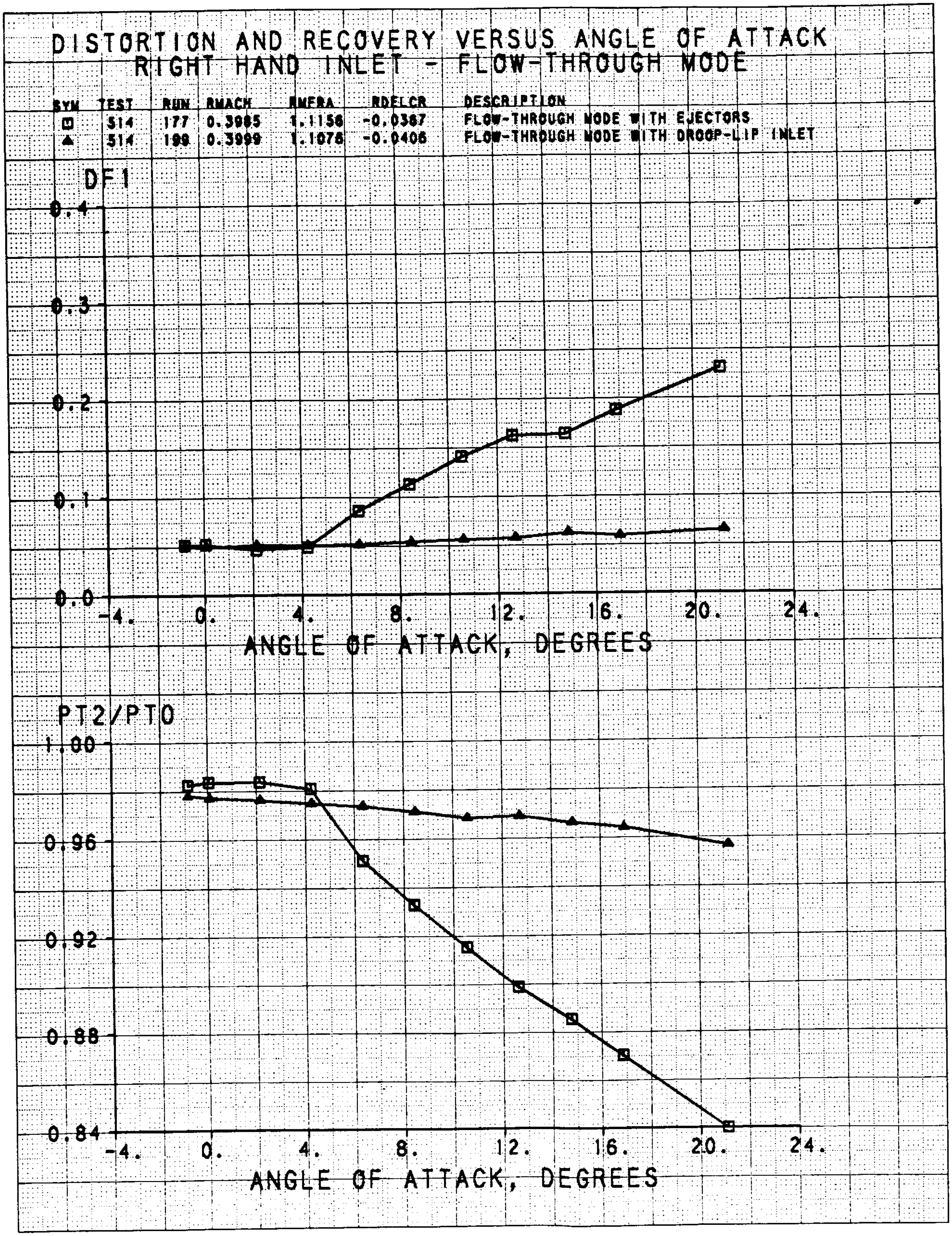
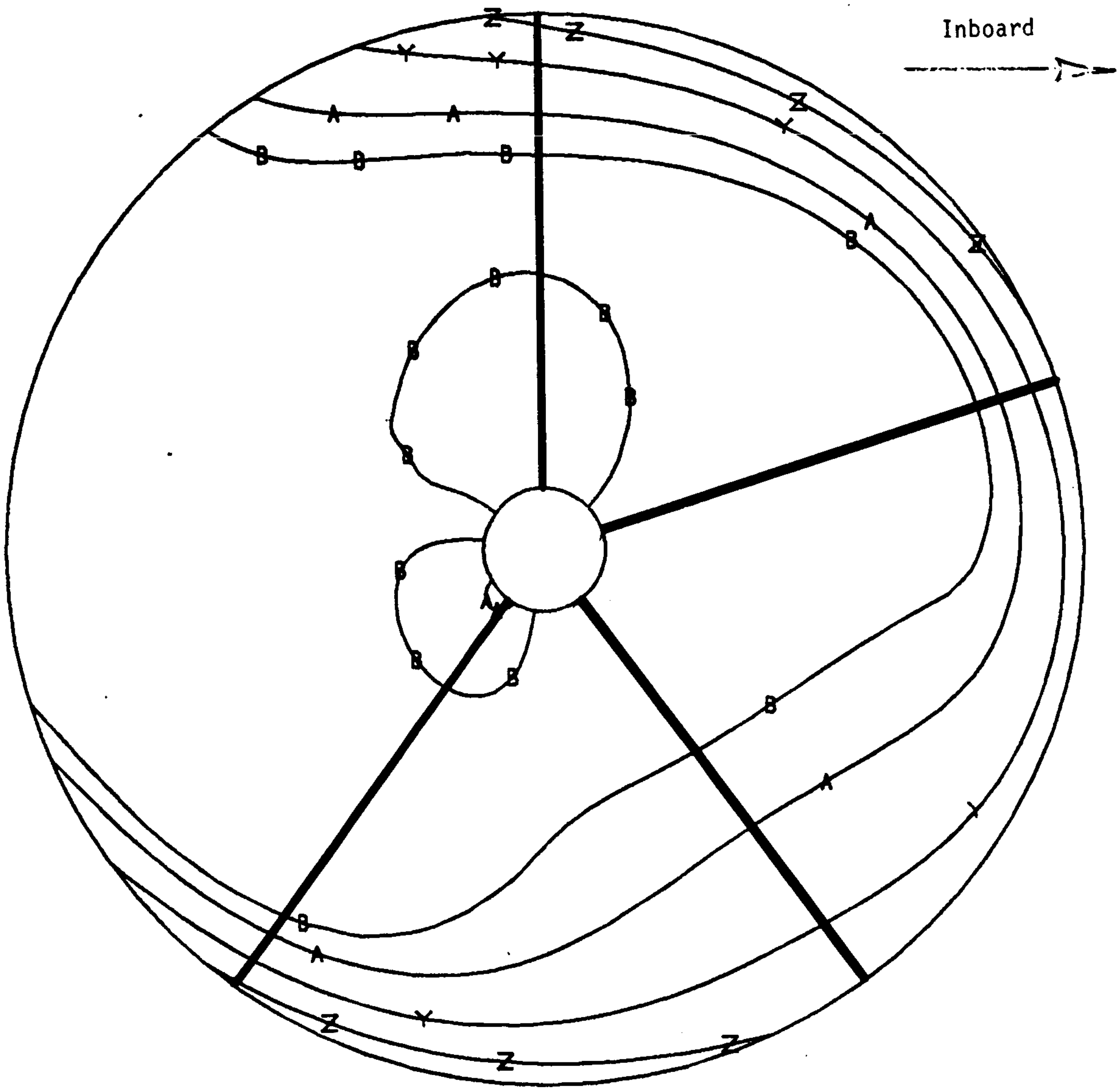


COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	177	0.3985	0.0825	1.1170	-0.0367	0.9836	0.0527

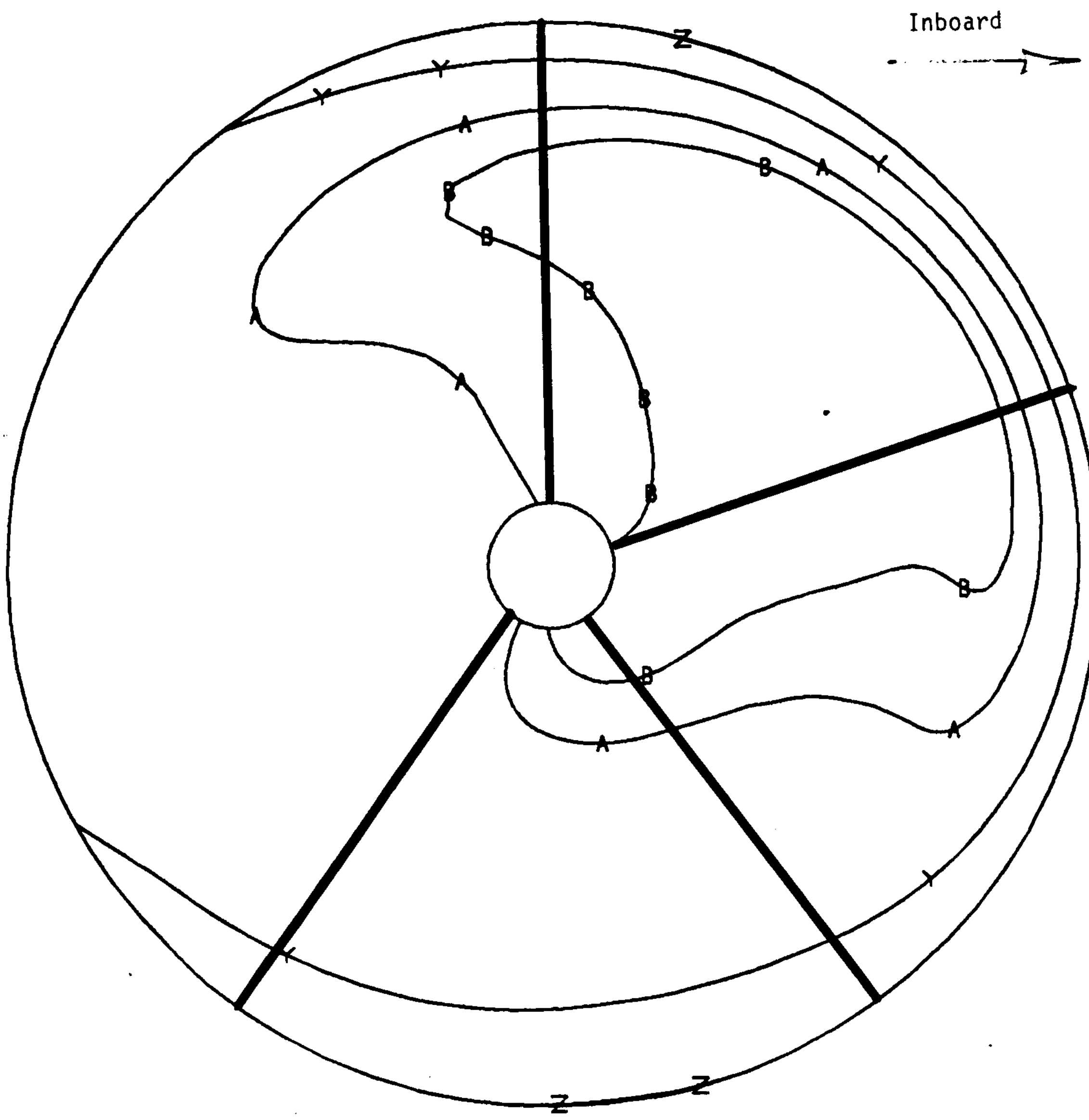
0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
Z 0.94000	Y 0.96000	A 0.98000
B 0.99000		



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	199	0.3999	0.0844	1.1052	-0.0406	0.9772	0.0496

0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		



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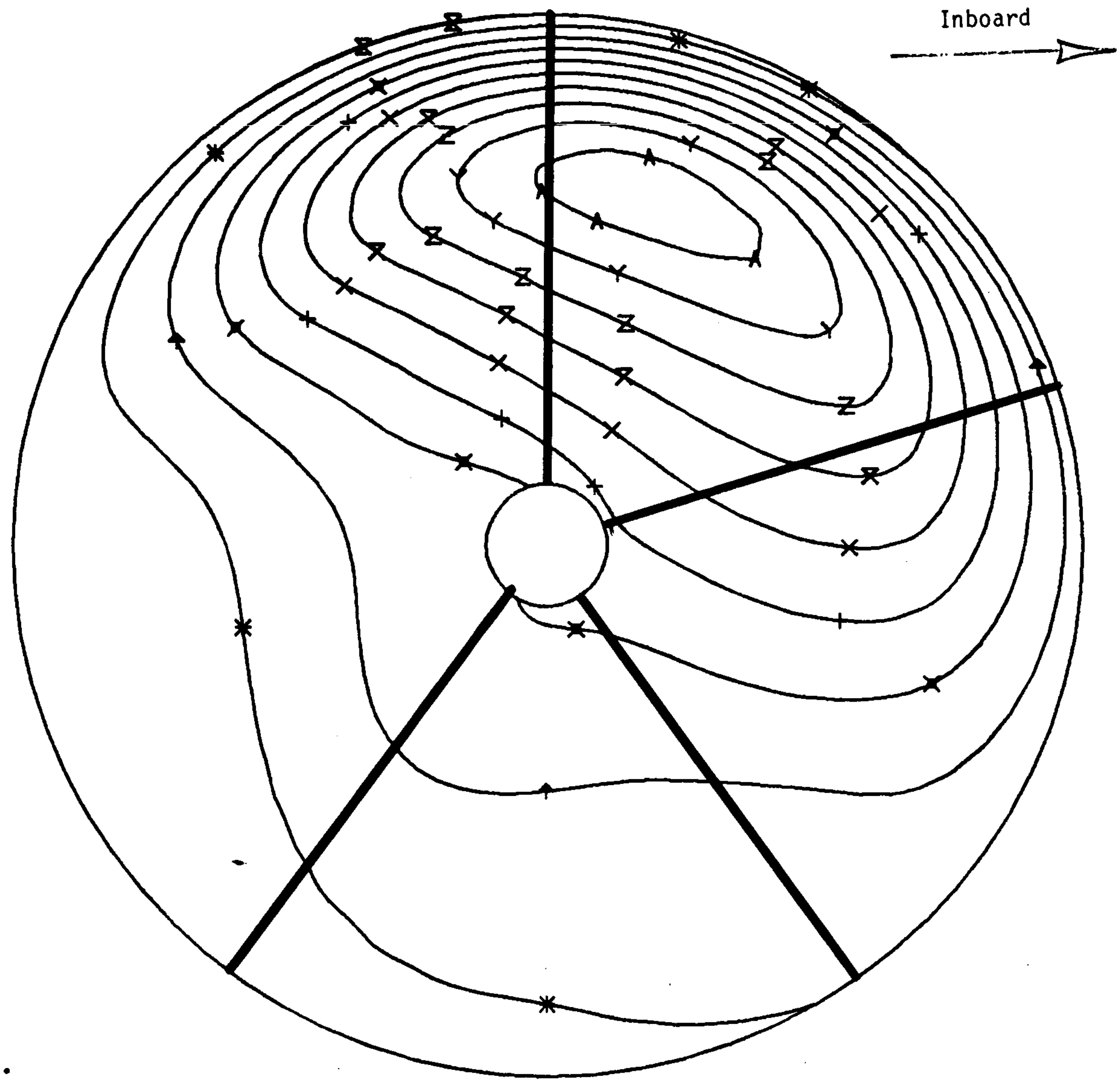
COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAN	MFRA	RDELCR	RECIR	DFIR
514	177	0.3985	16.871	0.9975	-0.0367	0.8703	0.1879

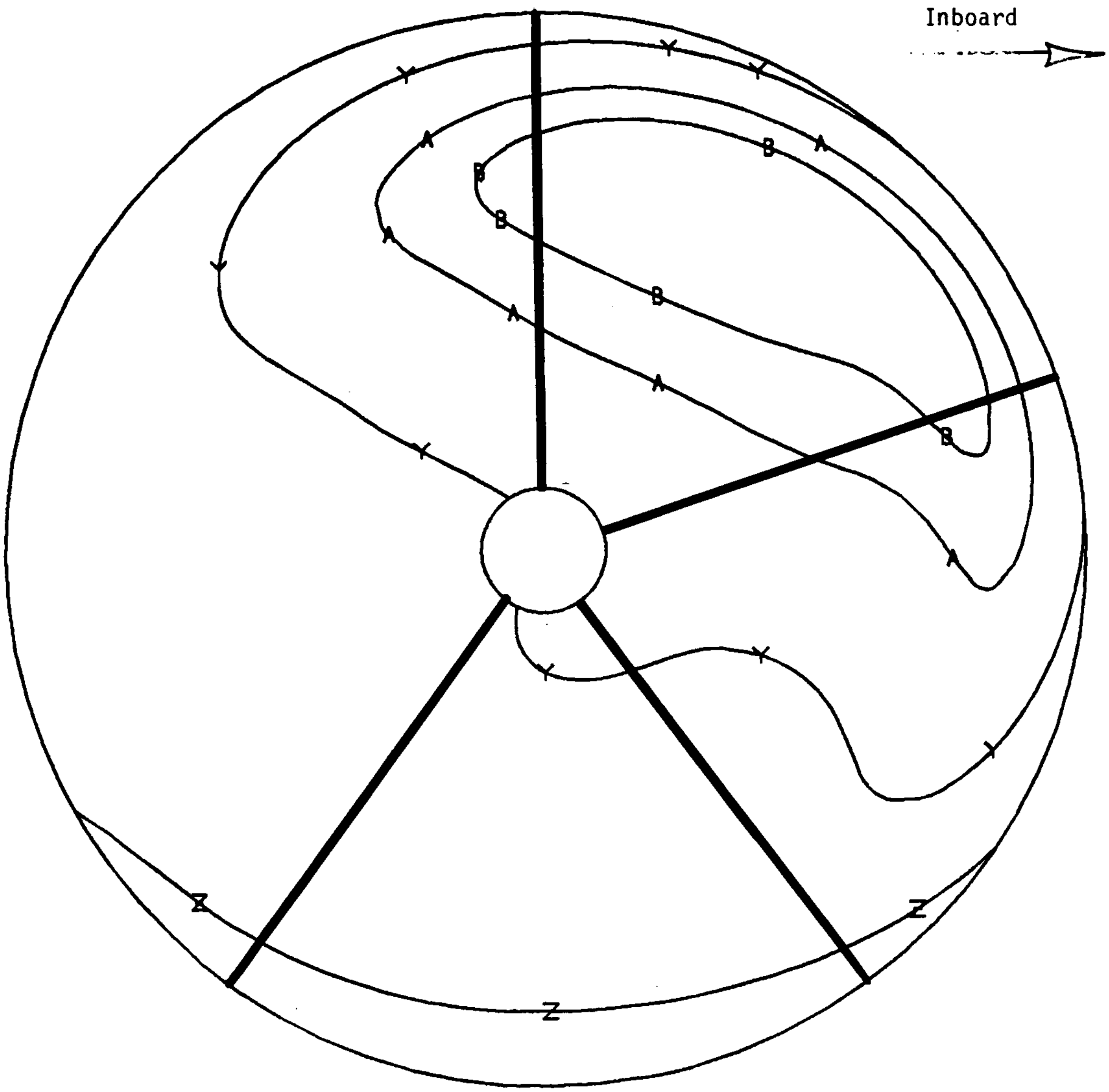
—⊟—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—◆—	0.78000	—⧗—	0.80000
—✱—	0.82000	—✝—	0.84000	—✖—	0.86000
—+—	0.88000	—×—	0.90000	—⧗—	0.92000
—Z—	0.94000	—Y—	0.96000	—∧—	0.98000
—B—	0.99000				



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	REC1R	DF1R
514	199	0.3999	16.965	1.0914	-0.0406	0.9642	0.0596

0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		



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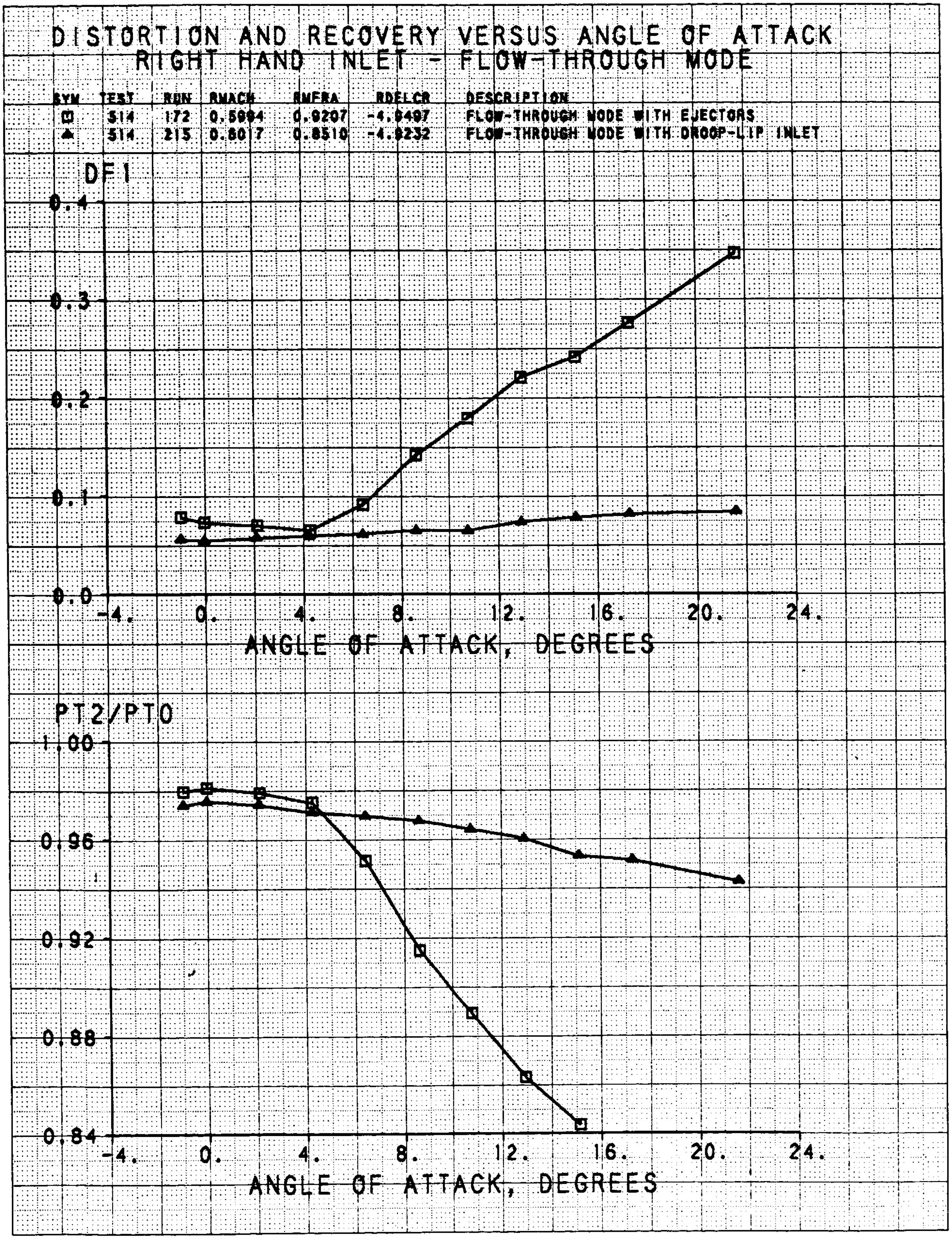
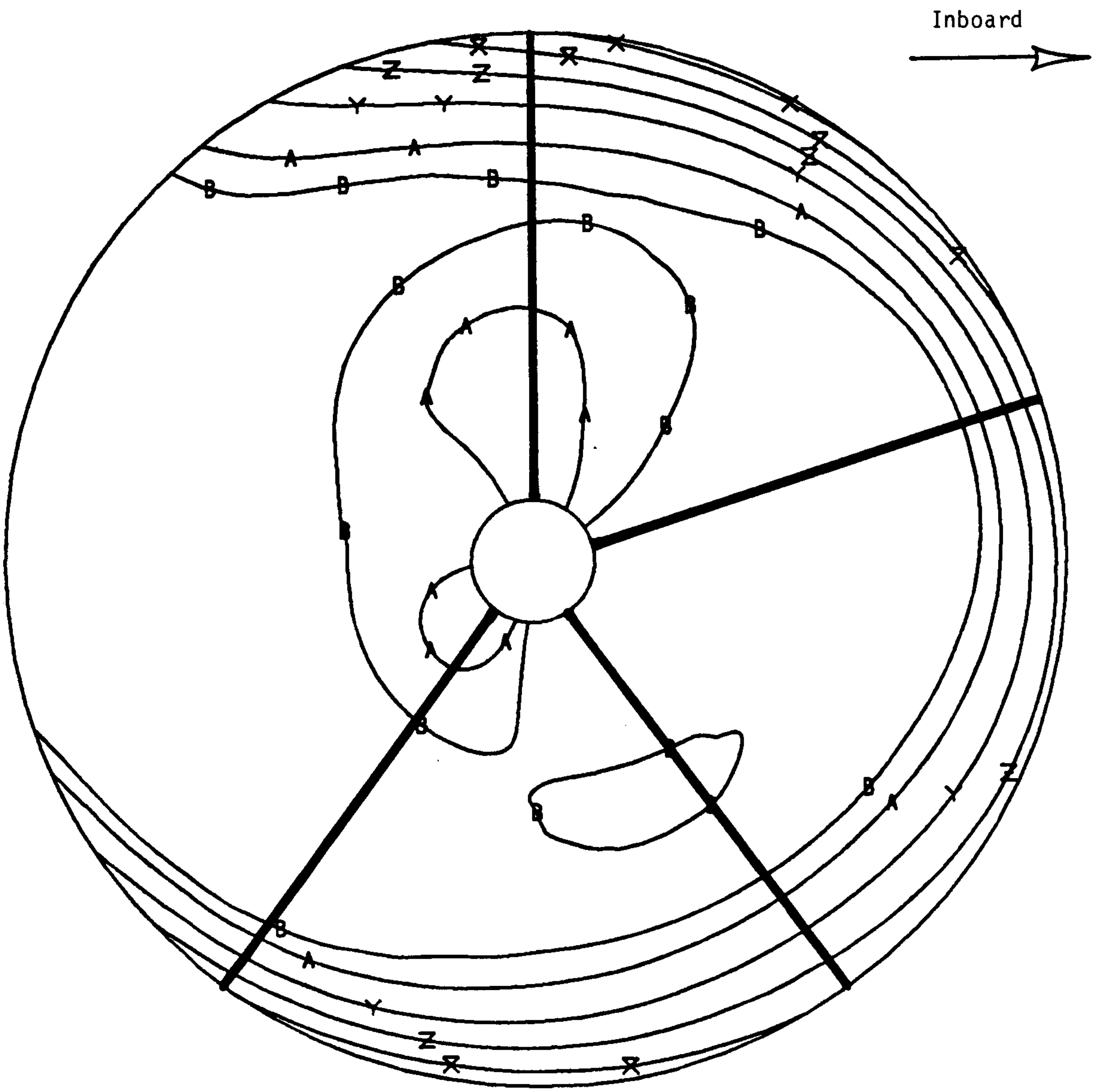


COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	172	0.5994	.00428	0.9204	-4.9497	0.9809	0.0737

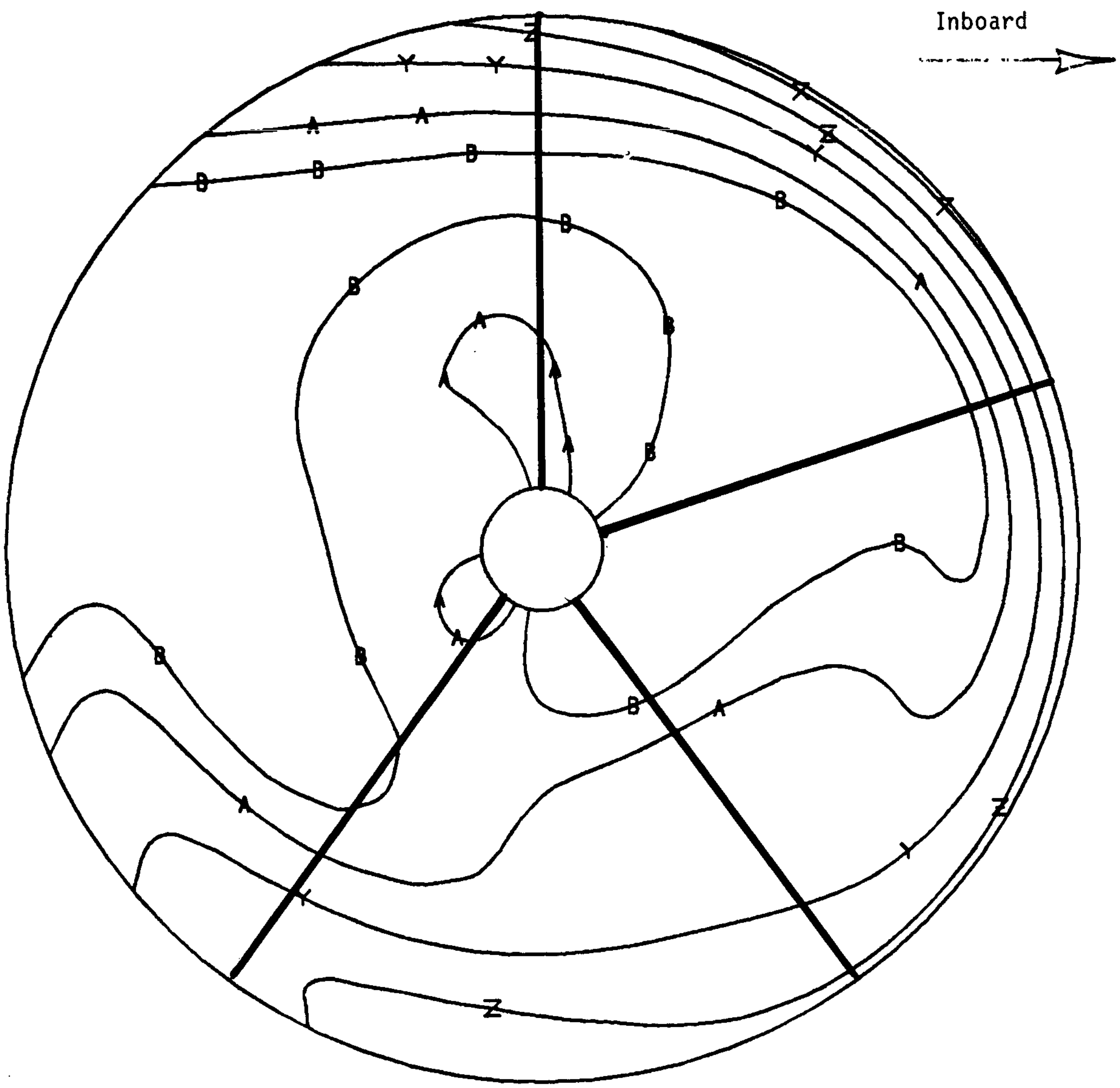
0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	215	0.6017	-0.0187	0.8495	-4.9232	0.9755	0.0545

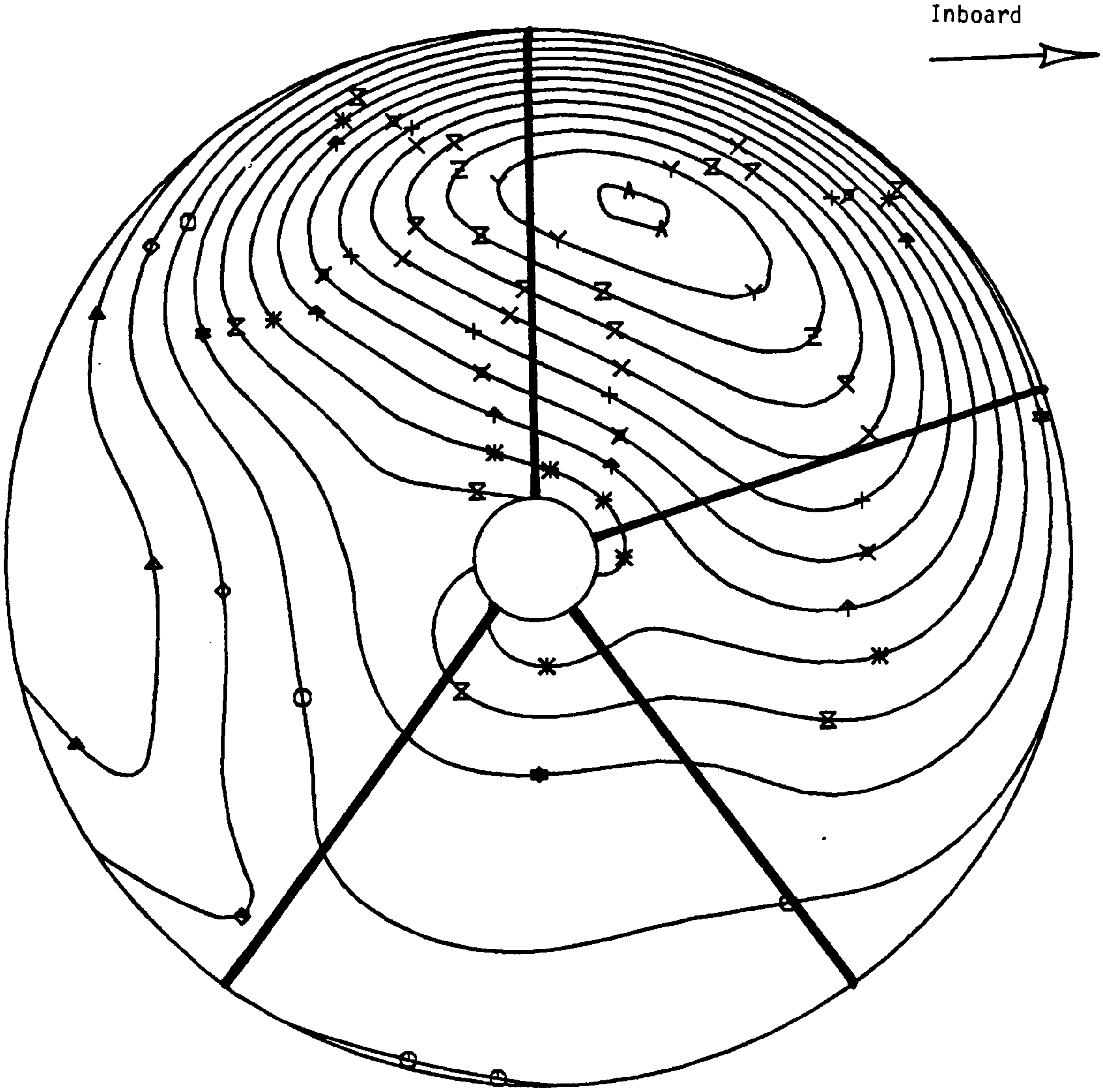
—⊟—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—●—	0.78000	—Ӿ—	0.80000
—✳—	0.82000	—✝—	0.84000	—✕—	0.86000
—+—	0.88000	—✕—	0.90000	—Ѫ—	0.92000
—Z—	0.94000	—Y—	0.96000	—A—	0.98000
—B—	0.99000				



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	172	0.5994	17.299	0.7943	-4.9497	0.8199	0.2761

—⊟—	0.70000	—▲—	0.72000	—◆—	0.74000
—⊖—	0.76000	—◆—	0.78000	—⧗—	0.80000
—✱—	0.82000	—✦—	0.84000	—✱—	0.86000
—+—	0.88000	—✕—	0.90000	—⧗—	0.92000
—Z—	0.94000	—Y—	0.96000	—⋏—	0.98000
—B—	0.99000				



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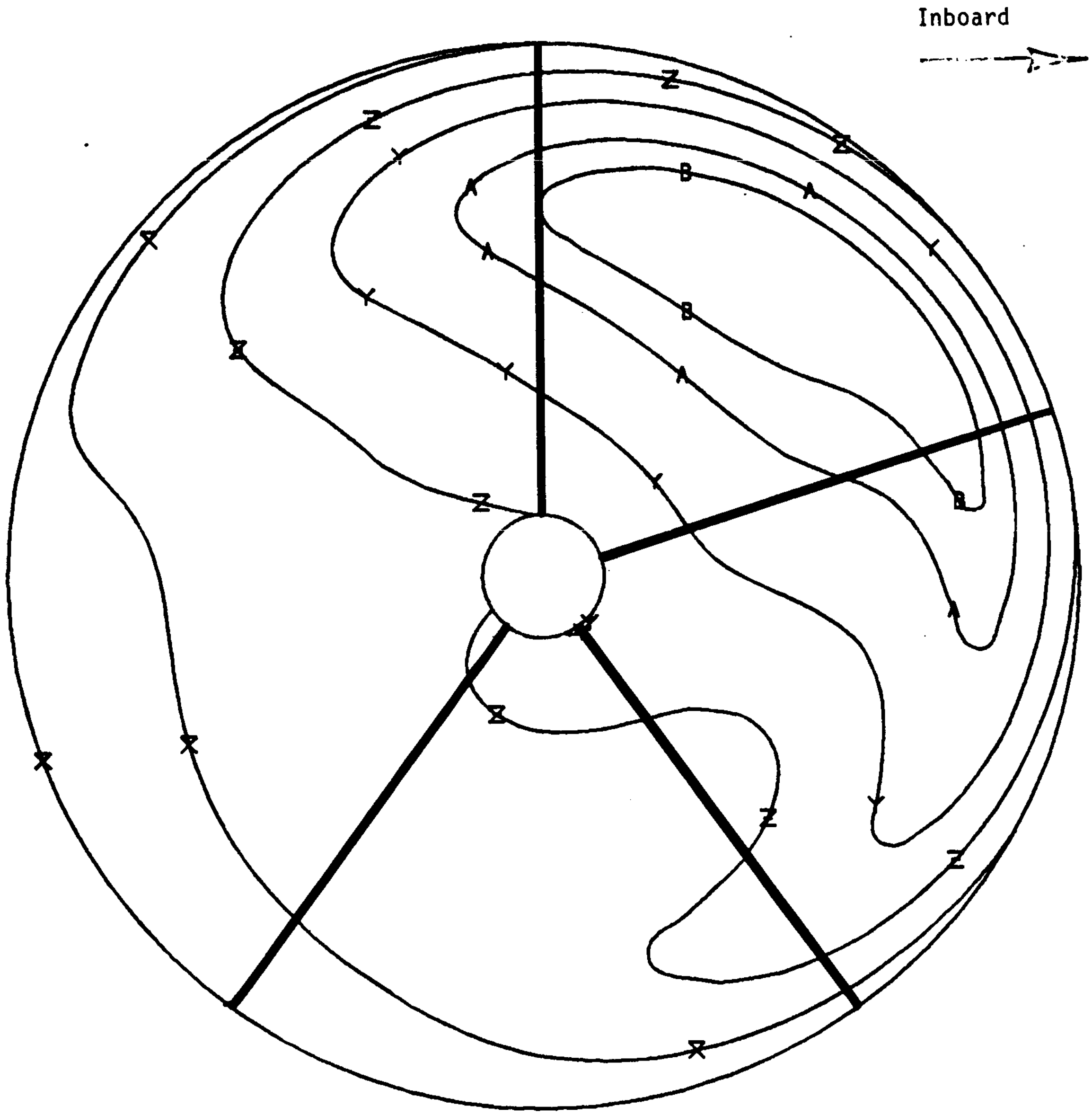
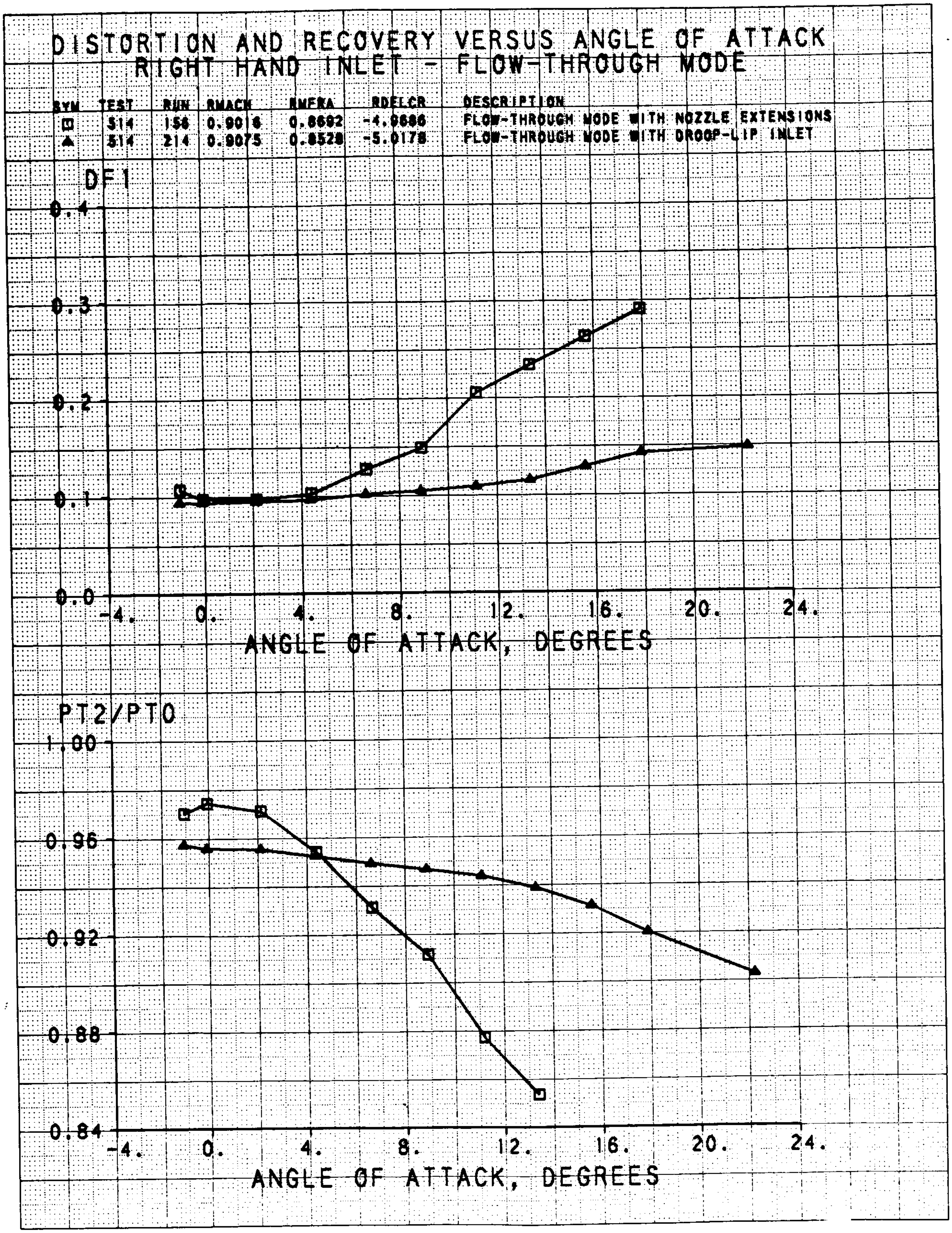
COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	215	0.6017	17.276	0.8225	-4.9232	0.9515	0.0819

0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		





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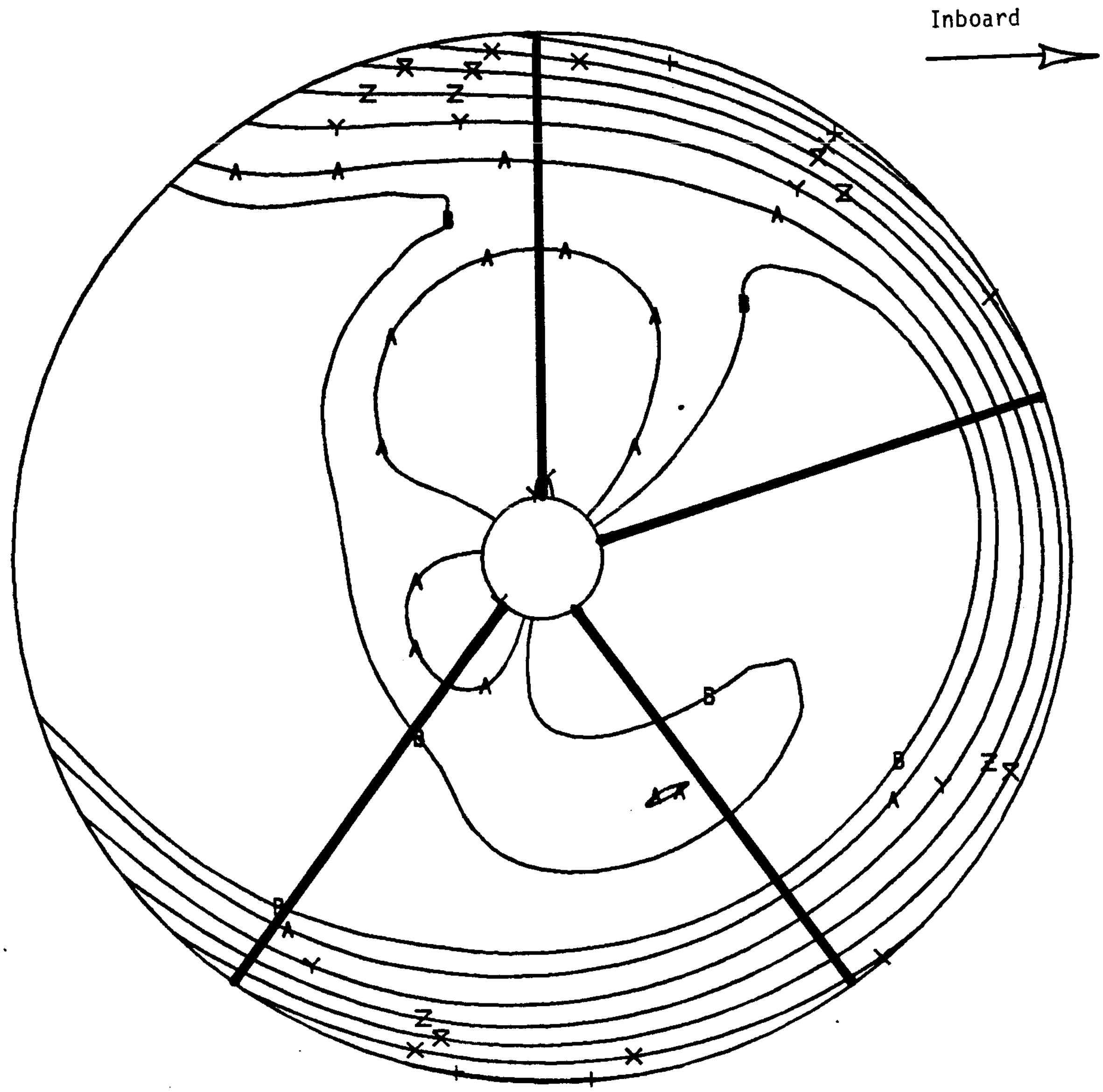
COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	REC1R	DF1R
514	156	0.9016	-0.0414	0.8699	-4.9686	0.9748	0.1000

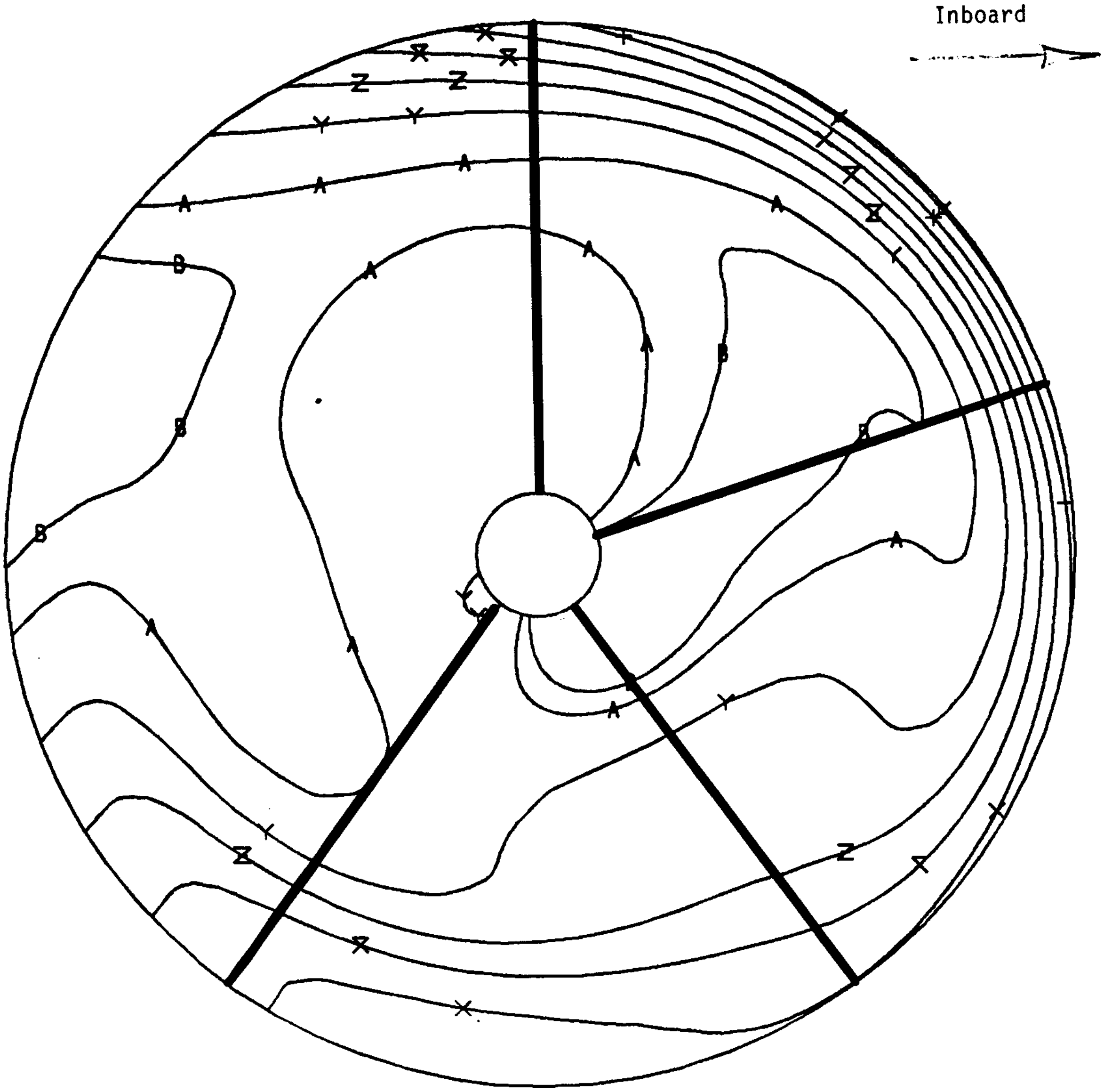
0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	214	0.9075	-0.0898	0.8535	-5.0178	0.9559	0.0938

	0.70000		0.72000		0.74000
	0.76000		0.78000		0.80000
	0.82000		0.84000		0.86000
	0.88000		0.90000		0.92000
Z	0.94000	Y	0.96000	A	0.98000
B	0.99000				



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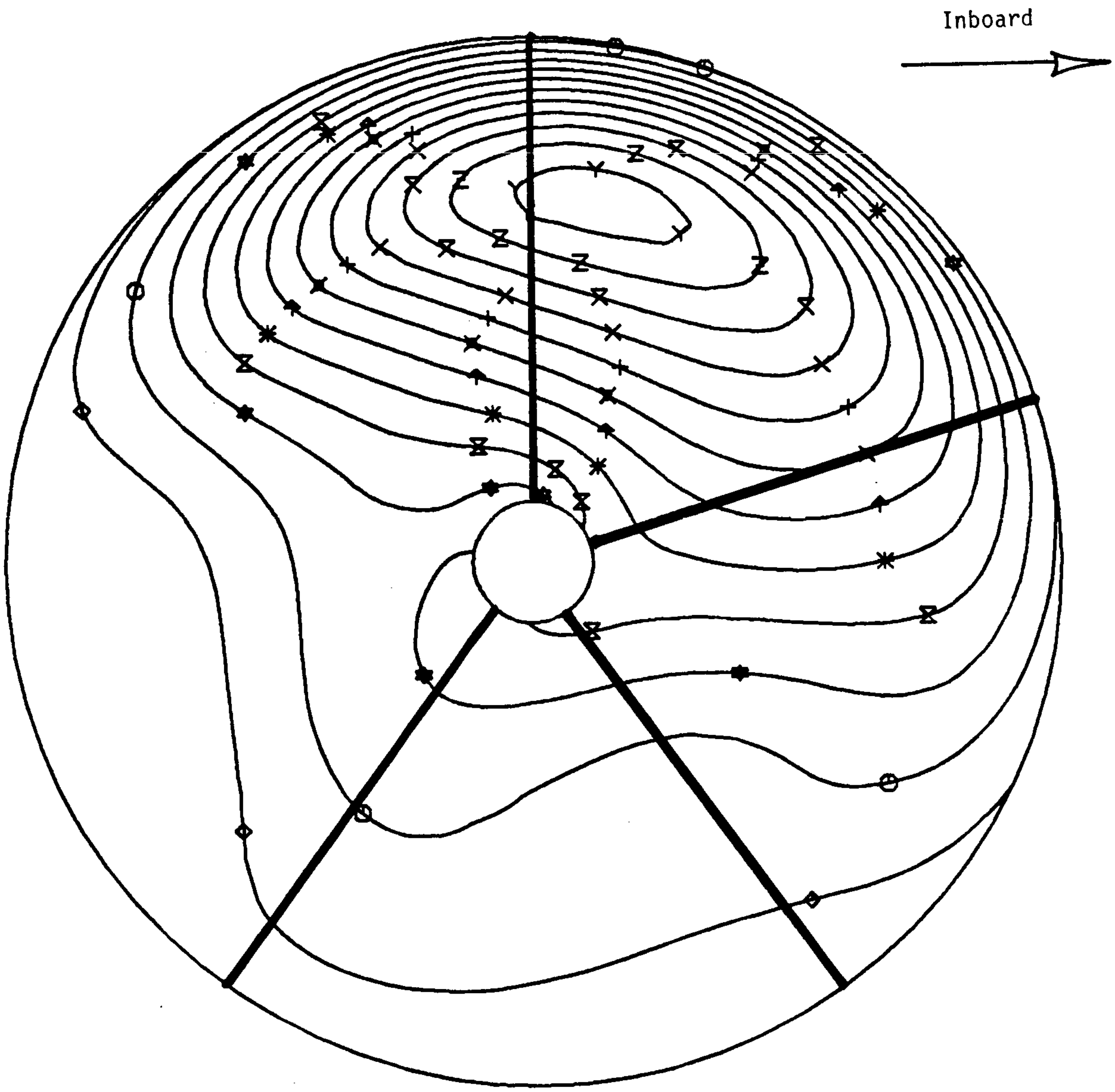
COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	156	0.9016	17.908	0.6932	-4.9686	0.8042	0.2907

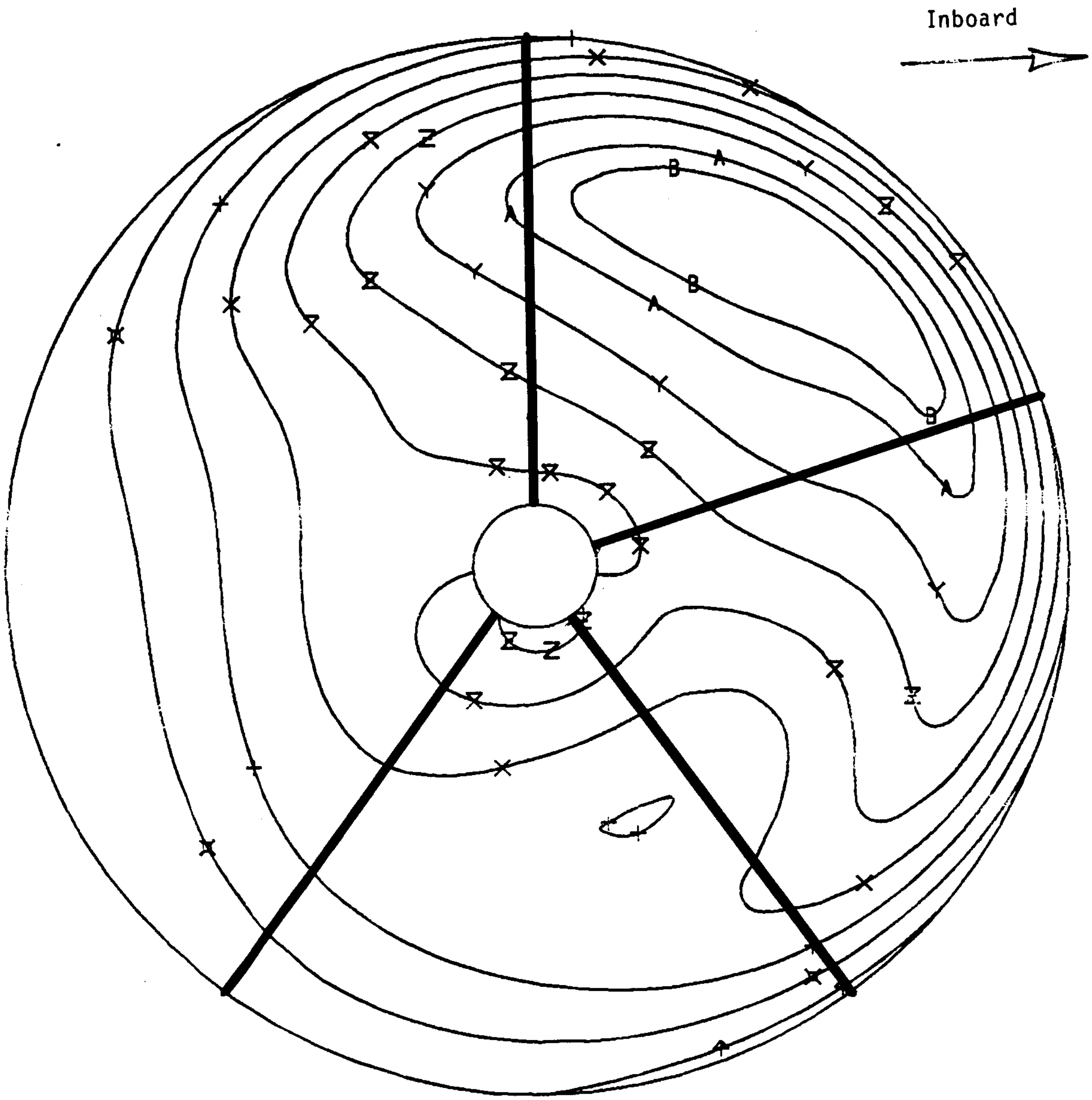
0.70000 0.72000 0.74000
0.76000 0.78000 0.80000
0.82000 0.84000 0.86000
0.88000 0.90000 0.92000
0.94000 0.96000 0.98000
0.99000



COMPRESSOR FACE TOTAL PRESSURE RECOVERY DISTRIBUTION
RIGHT HAND INLET WITH DROOP LIP - FLOW-THROUGH MODE

TEST	RUN	RMACH	ALPHAM	MFRA	RDELCR	RECIR	DFIR
514	214	0.9075	17.872	0.8276	-5.0178	0.9205	0.1425

0.70000	0.72000	0.74000
0.76000	0.78000	0.80000
0.82000	0.84000	0.86000
0.88000	0.90000	0.92000
0.94000	0.96000	0.98000
0.99000		



APPENDIX B

SCANIVALVE PORT ASSIGNMENTS

The Scanivalve port assignments for the three test entries are presented in this appendix. Each of the model pressure orifices along with the location on the model is presented in Table B-1. The reader is also referred to figures from Section 3 which show the relative location of model external pressure orifices. Orifices which were bad-coded are also shown in Table B-1.

TABLE B-1

ORIFICE NUMBER	ORIFICE ASSIGNMENT	SHOWN IN FIGURE NO.	MODEL STATION	BL OR WL	SCANIVALVE FT	SCANIVALVE JE	SCANIVALVE SIM
102							
103							
104	Center Fuselage	3-4	10.000	0.000			
105			20.000	0.000			
106			30.000	0.000			
107			40.000	0.000			
108							
109							
110	Inner Wing	3-4	47.152	3.200	110	110	110
111			41.282	3.200	111	111	111
112	Upper Nacelle	3-4	43.189	4.810	112	112	112
113			45.189	4.810	113	113	113
114			47.189	4.810	114	114	114
115			49.189	4.810	115	115	115
116			49.189	6.324	116	116	116
117			47.189	6.324	117	117	117
118			45.189	6.324	*	*	118
119			43.189	6.324	119	119	119
120			38.000	6.324	120	120	120
121			43.189	7.836	121	121	121
122			45.189	7.836	122	122	122
123			47.189	7.836	123	123	123
124			49.189	7.836	124	124	124
125	Calibrate						
126							
127	Upper Nacelle	3-4	29.500	6.324	127	127	127
128			27.500	6.324	128	128	128
129			25.500	6.324	129	*	129
130			24.000	6.324	130	*	130
131	Leading Edge Extension	3-4	33.000	2.750	131	131	131
132			33.000	3.130	132	132	132
133			33.000	3.500	133	133	133
134			33.000	3.880	134	134	134
135			28.142	2.750	135	135	135
136			28.142	3.130	136	136	136
137			28.142	3.500	137	137	137
138			28.142	3.880	138	138	138
139							
140	Metric Break		50.599	8.394	140	140	140
141			50.599	7.788	141	141	141
142			50.599	6.324	142	142	142
143			50.599	4.860	143	143	143
144			50.599	4.254	144	144	144
145	Cavity Pressure				145	145	145
146					146	146	146

* Inoperable for entire test mode.

TABLE B-1 (Continued)

ORIFICE NUMBER	ORIFICE ASSIGNMENT	SHOWN IN FIGURE NO.	MODEL STATION	BL OR WL	SCANIVALVE FT	JE	SIM
202							
203							
204	Center Fuselage	3-4		0.000			
205				0.000			
206				0.000			
207							
208	Strut Seal						
209							
210	Inner Wing	3-4	47.152	3.200	210	210	210
211			41.282	3.200	211	211	211
212	L/N Nacelle	3-4	43.189	4.810	212	212	212
213	Lower		45.189	4.810	213	213	213
214			47.189	4.810	214	214	214
215			49.189	4.810	215	215	215
216			49.189	6.324	216	216	216
217			47.189	6.324	217	217	217
218			45.189	6.324	218	218	218
219			43.189	6.324	219	219	219
220			38.000	6.324	220	220	220
221			43.189	7.836	221	221	221
222			45.189	7.836	222	222	222
223			47.189	7.836	223	223	223
224			49.189	7.836	224	224	224
225	Calibrate						
226		3-4	32.260	6.324	*	*	226
227	L/N Nacelle		29.500	6.324	227	*	227
228	Lower		27.500	6.324	228	228	228
229			25.500	6.324	229	229	229
230			24.000	6.324	230	*	230
231							
232	L/H Engine Face				232	232	232
233	Seal Cavity				233	233	233
234	R/H Engine Face				234	234	234
235	Seal Cavity				235	235	235
236	L/H Metric				236	236	236
237	Break Cavity				237	237	237
238					238	238	238
239							
240	Metric Break		50.599	7.788	240	240	240
241			50.599	6.324	241	241	241
242			50.599	4.860	242	242	242
243							
244							
245							
246							

* Inoperable for entire test mode.

TABLE B-1 (Continued)

ORIFICE NUMBER	ORIFICE ASSIGNMENT	SHOWN IN FIGURE NO.	MODEL STATION	BL OR WL	SCANIVALVE FT	SCANIVALVE JE	SCANIVALVE SIM
302							
303							
304	Upper	3-5	38.000	11.700	304	304	304
305	R/H		40.000	11.700	305	305	305
306	Nacelle		43.189	11.700	306	306	306
307			45.189	11.700	307	307	307
308			47.189	11.700	308	308	308
309			49.189	11.700	309	309	309
310							
311							
312	R/H	3-9	0°		*	312	*
313	Compressor		72°		*	*	*
314	Face		144°		*	314	*
315	Static		216°		*	315	*
316			288°		*	316	*
317							
318	Calibrate		0 - r				
319	R/H	3-9	(CM)		*	*	*
320	Compressor		0°-1.275		320	320	*
321	Face		0°-2.121		321	321	*
322	Total		0°-2.713		322	322	322
323			0°-3.198		*	323	*
324			0°-3.620		324	324	*
325			144°-1.275		325	325	325
326			144°-2.121		326	326	326
327			144°-2.713		327	327	327
328			144°-3.198		328	328	328
329			144°-3.620		329	329	*
330			216°-1.275		330	330	*
331			216°-2.121		331	331	331
332			216°-2.713		332	332	332
333			216°-3.198		333	333	333
334			216°-3.620		334	334	*
335			288°-1.275		335	335	*
336			288°-2.121		336	336	336
337			288°-2.713		337	337	337
338			288°-3.198		338	338	338
339			288°-3.620		339	339	339
340							
341							
342							
343							
344							
345	R/H Camp Face	3-9	72°-AV		345	345	345
346							

* Inoperable for entire test mode.

TABLE B-1 (Continued)

ORIFICE NUMBER	ORIFICE ASSIGNMENT	SHOWN IN FIGURE NO.	MODEL STATION	BL OR WL	SCANIVALVE FT	SCANIVALVE JE	SCANIVALVE SIM
402							
403							
404	Lower	3-5	38.000	3.400	404	404	404
405	R/H		40.000	3.400	405	405	405
406	Nacelle		43.189	3.400	406	406	406
407			45.189	3.400	407	407	407
408			47.189	3.400	408	408	408
409			49.189	3.400	409	409	409
410							
411							
412	L/H Compressor	3-10			*	*	*
413	Statics				413	413	413
414							
415							
416	Strut				416	416	416
417	Seal				417	417	417
418	Cavity				418	418	418
419							
420	Lower R/H				*	*	*
421	Metric Break				*	*	*
422	Upper R/H				*	*	*
423	Metric Break				*	*	*
424							
425	Calibrate						
426							
427	L/H	3-10			*	*	*
428	Compressor						
429	Total						
430							
431			0 - r				
432			(CM)		*	*	*
433			144°-1.275		433	433	433
434			144°-2.121		434	434	434
435			144°-2.713		435	435	435
436	Compressor	3-10	144°-3.198		436	436	436
437	Total		144°-3.620		437	437	437
438			288°-AV		438	438	438
439							
440							
441							
442							
443							
444							
445							
446							

*Inoperable for entire test mode.

TABLE B-1 (Continued)

ORIFICE NUMBER	ORIFICE ASSIGNMENT	SHOWN IN FIGURE NO.	MODEL STATION	BL OR WL	SCANIVALVE FT	JE	SIM
502							
503							
504	Upper	3-6	51.235	4.400	504	504	535
505	L/H		52.485	4.810	505	505	518
506	Nozzle		54.985	4.400	506	506	514
507			54.985	4.810	507	507	530
508			56.235	4.810	508	508	508
509			57.535	4.810	509	509	537
510			58.735	4.810	510	510	531
511			58.735	5.567	511	511	511
512							
513			56.235	5.567	513	513	539
514			53.735	5.567	514	514	*
515			52.485	5.567	515	515	513
516			51.235	5.567	516	516	528
517			52.485	6.324	*	517	517
518			53.735	6.324	*	518	527
519			54.985	6.324	*	519	519
520			57.535	6.324	520	520	510
521			58.735	6.324	521	521	529
522			58.735	7.081	522	522	521
523							
524							
525							
526	Upper						
527	L/H		56.235	7.081	527	527	*
528	Nozzle		53.735	7.081	528	528	*
529			52.485	7.081	529	529	*
530			51.235	7.081	530	530	*
531			51.235	8.200	531	531	*
532			52.485	7.836	532	532	504
533			54.985	8.200	533	533	505
534			54.985	7.836	534	534	*
535			56.235	7.836	535	*	533
536	Nozzle		57.535	7.836	536	536	536
537			58.735	7.836	537	537	522
538	Upper Inner	3-4					
539	Wing		53.031	3.200	*	646	539
540							
541	BL 16.031 R/H	3-3	60%	16.031	541	541	541
542	Upper		40%	16.031	542	542	
543	Wing		20%	16.031	543	543	543
544	BL 16.031 R/H		20%	16.031	544	544	544
545	Lower		40%	16.031	545	545	545
546	Wing		60%	16.031	546	546	546

* Inoperable for entire test mode.

TABLE B-1 (Continued)

ORIFICE NUMBER	ORIFICE ASSIGNMENT	SHOWN IN FIGURE NO.	MODEL STATION	BL OR WL	SCANIVALVE FT	SCANIVALVE JE	SCANIVALVE SIM
602	Lower Fuselage	3-4					
603	Centerline						
604	Lower	3-6	51.235	4.810	604	*	606
605	R/H		52.585	4.400	605	605	611
606	Nozzle		53.735	4.810	606	606	604
607			54.470	4.400	607	607	622
608			55.204	4.810	608	608	623
609			55.204	5.567	609	609	614
610			53.735	5.567	610	610	616
611			51.235	5.567	611	611	*
612			52.585	6.324	612	612	*
613			53.735	6.324	613	613	615
614			54.470	6.324	614	614	605
615			55.204	6.324	615	615	613
616			55.204	7.081	616	616	610
617			53.735	7.081	617	617	607
618			51.235	7.081	618	618	620
619			51.235	7.836	619	619	621
620			52.585	8.200	620	620	619
621			53.735	7.836	621	621	618
622			54.470	8.200	622	622	612
623			55.204	7.836	623	623	609
624	Calibrate						
625	BL 19.237 R/H	3-3	60%	19.237	625	625	625
626	Upper		40%	19.237	626	626	626
627	Wing		20%	19.236	627	627	627
628	BL 19.237		20%	19.237	628	628	628
629	Lower		40%	19.237	629	629	629
630	Wing		60%	19.237	630	630	630
631	Upper	3-2	95%	12.825	*	631	631
632	L/H		75%	12.825	632	632	632
633	Wing		60%	12.825	633	633	633
634			40%	12.825	634	634	634
635			20%	12.825	635	635	635
636	Upper	3-2	15%	12.825	*	*	*
637	L/H		10%	12.825	637	637	637
638	Wing		5%	12.825	*	638	638
639			1.5%	12.825	639	*	639
640	Lower		1.5%	12.825	640	640	640
641	L/H		10%	12.825	641	*	641
642	Wing		20%	12.825	642	*	642
643			40%	12.825	643	643	643
644			60%	12.825	*	644	644
645			90%	12.825	645	645	645
646	Inner Wing	3-4	54.930	3.200	539	539	646

* Inoperable for entire test mode.

TABLE B-1 (Continued)
NOZZLE EXTENSION TUBE CONFIGURATIONS

ORIFICE NUMBER	ORIFICE ASSIGNMENT	SHOWN IN FIGURE NO.	MODEL STATION	BL OR WL	SCANIVALVE FT	SCANIVALVE JE	SCANIVALVE SIM
502						N/A	
503							
504	Nozzle	3-7	52.485	4.810	513		508
505	Extension		54.985	4.810	519		533
506	Tubes		57.985	4.810	*		*
507	Statics		51.235	6.324	*		539
508			52.485	6.324	*		*
509			53.735	6.324	509		510
510			54.985	6.324	510		520
511			56.235	6.324	518		516
512			57.535	6.324	507		*
513			52.485	7.836	517		530
514			54.985	7.836	504		528
515			57.535	7.836	*		531
516							
517	Nozzle				*		535
518	Extension				529		527
519	Total				521		536
520	Pressures				530		517
521					531		532
523							
524							
525							
526	L/H				532		526
527	Nozzle Ext.				520		514
528	Total				*		521
529	Pressures				528		513
530							
531	Choke				533		522
532	Static				536		534
533	L/H				534		509
534					537		537
535							
536							
537							
538	Upper Inner	3-4					
539	Wing		53.031	3.200	*		539
540							
541	BL 16.031 R/H	3-3	60%	16.031	541		541
542	Upper		40%	16.031	542		542
543	Wing		20%	16.031	543		543
544	BL 16.031 R/H		20%	16.031	544		544
545	Lower		40%	16.031	545		545
546	Wing		60%	16.031	546		546

* Inoperable for entire test mode.

TABLE B-1 (Continued)
NOZZLE EXTENSION TUBE CONFIGURATIONS

ORIFICE NUMBER	ORIFICE ASSIGNMENT	SHOWN IN FIGURE NO.	MODEL STATION	BL OR WL	SCANIVALVE FT	SCANIVALVE JE	SCANIVALVE SIM
602							
603						N/A	
604	Choke				617		605
605					620		606
606	Static				621		607
607	R/H	3-7	51.235	6.324	*		511
608	Lower		52.585	6.324	*		519
609	Extension		53.735	6.324	505		505
610	Tube		54.470	6.324	516		507
616	Static		55.204	6.324	*		506
612	Choke Static				612		608
613							
614	R/H				606		604
615	Extension				610		613
616	Tube				608		604
617	Totals				607		609
618					616		622
619					613		623
620					605		615
621					622		617
622					611		612
623							
624	Calibrate						
625	BL 19.237 R/H	3-3	60%	19.237	625		625
626	Lower		40%	19.237	626		626
627	Wing		20%	19.237	627		627
628	BL 19.237 R/H		20%	19.237	628		628
629	Upper		40%	19.237	629		629
630	Wing		60%	19.237	630		630
631	Upper	3-2	95%	12.825	*		631
632	L/H		75%	12.825	632		632
633	Wing		60%	12.825	633		633
634			40%	12.825	634		634
635			20%	12.825	635		635
636	Upper	3-2	15%	12.825	*		636
637	L/H		10%	12.825	637		637
638	Wing		5%	12.825	*		638
639			1.5%	12.825	639		639
640	Lower		1.5%	12.825	640		640
641	L/H		10%	12.825	641		641
642	Wing		20%	12.825	642		642
643			40%	12.825	643		643
644			60%	12.825	*		644
645			90%	12.825	645		645
646	Inner Wing	3-4	54.930	3.200	539		646

*Inoperable for entire test mode.

APPENDIX C
TEST MATRICES

The Phase 3 wind tunnel tests were performed over the range M = 0.4-1.4. Each run comprised either an Angle of Attack (α) sweep or a Nozzle Pressure Ratio (NPR) sweep. The run matrix for each test mode is presented in this appendix.

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Flow-Through Test Mode

Configuration	δ_c	0.4	0.6		0.9	1.2	1.4
Common Baseline A/B ALBEN $\delta_N = 0°$ $\delta_F = 0°$	5	66	75		77	82	93
	0	67	74		78	85	92
	-5	68	73		79	86	94
	-10	69	72		80	87	95
	-15	70	71		81	-	-
		Ejectors	Ejectors				
			With	W/O			
Nozzle Extension $A_{choke} = 12.49\ cm^2$ $(1.936\ in^2)$	5	186	-	-	-	-	-
	0	187	111	194	118	121	124
	-5	188	112	193	117	120	123
	-10	189	113	192	116	119	122
	-15	190	114	191	115	-	-
$A_{choke} = 18.74\ cm^2$ $(2.907\ in^2)$	5	204	-	-	-	-	-
	0	205	136	212	132	129	126
	-5	206	137	211	133	130	127
	-10	207	138	210	134	131	128
	-15	208	139	209	135	-	-
$A_{choke} = 26.11\ cm^2$ $(4.047\ in^2)$	5	176	-	-	-	-	-
	0	177	153	181	146	145	142
	-5	178	152	182	147	144	143
	-10	179	151	183	148	-	-
	-15	180	150	184	149	-	-
$A_{choke} = 34.25\ cm^2$ $(5.309\ in^2)$	5	164	-	-	-	-	-
	0	165	170	-	155	160	161
	-5	167	171	-	156	159	162
	-10	168	172	-	157	-	-
	-15	169	173	-	158	-	-

Flow-Through Test Mode

Configuration	δ_c	0.4	0.6	0.9	1.2	1.4
Nozzle Extension		Ejectors				
$\delta_F = 30°$ Cowl Lip = 45°	5	196				
$A_{choke} = 12.49\ cm^2$ $(1.936\ in^2)$	0	197				
$A_{choke} = 18.74\ cm^2$ $(2.907\ in^2)$	5	203				
		201				
	0	202				
$A_{choke} = 26.11\ cm^2$ $(4.047\ in^2)$	5	200				
	0	199				
Nozzle Extension $\delta_F = 0°$ Cowl Lip = 45° $A_{choke} = 34.25\ cm^2$ $(5.309\ in^2)$	-5		215	214		
Nozzle Extension Baseline	0	-	-	-	219	217/218
	-5	224	223	220	-	-
				222		
	-15	-	-	221	-	-

Jet-Effects Mode

Configuration	δ_c	0.4			0.6			0.9			1.2			1.4		
		α-Sweeps		α=0 NPR Sweeps	α-Sweeps		α=0 NPR Sweeps	α-Sweeps		α=0 NPR Sweeps	α-Sweeps		α=0 NPR Sweeps	α-Sweeps		α=0 NPR Sweeps
		Jet Off	Jet On		Jet Off	Jet On		Jet Off	Jet On		Jet Off	Jet On		Jet Off	Jet On	
A/B ALBEN	5	239														
δ_N=0° δ_F=0°	0	240									245	252	251	246	254	253
	-5	237	257	248	243	259	260	244	250	249						
		238	258	256					262	261						
	-10	241														
	-15	242														
A/B ALBEN	0							274	281		284	282	283			
δ_N=20° δ_F=0°								265	267							
	-5	273	271	272	268	270	269	275	280	266						
	-10							276	279							
	-15							277	278							
A/B ALBEN	5	297	292													
δ_N=30° δ_F=30°			289													
			290													
	0	298	288													
			291													
	-5	299	287	286												
			293													
			294													
Dry ALBEN	0	302	321					318	317							
δ_N=0° δ_F=0°			305	304	312	313	310	319	315	316						
	-5	303	320	307		314										

CMAPS MODE

Configuration	δ_c	Alpha-Sweeps 0.4	0.6	0.9	1.2	1.4
Common Baseline A/B ALBEN $\delta_N = 0°$ $\delta_F = 0°$	5	104				
	0	105			111	112
	-5	106	109	110		
	-10	107				
	-15	108				
Nozzle Extensions *Percent Design Corrected Flow Rate: 38%	5	26	-	-	-	-
	0	30	47	59	71	79
	-5	34	51	63	75	83
	-10	38	55	67	-	-
	-15	42	-	-	-	-
58%	5	27	-	-	-	-
	0	31	52	60	72	80
	-5	35	48	64	76	84
	-10	39	56	68	-	-
	-15	43	-	-	-	-
84%	5	28	-	-	-	-
	0	32	53	61	73	81
	-5	36	49	65	77	85
	-10	40	57	69	-	-
	-15	44	-	-	-	-
96% @ M = 0.4, 0.6	5	29	-	-	-	-
	0	33	54	62	74	82
	-5	37	50	66	78	86
106% @ M = 0.9, 1.2, 1.4	-10	41	57	70	-	-
	-15	45	-	-	-	-

*Design Corrected Flow Rate:

0.7049 kg/sec
(1.554 lb/sec)

Simulator Mode
Mach = 0.6
ALBEN A/B $\delta_N = 0°$

EPR - Sweeps

*Percent Design Corrected Flowrate	δ_c	AOA 0°	AOA 4°	AOA 8°	AOA 16°
38%	0	114	131	146	-
	-5	120	136	151	-
	-10	125	141	156	-
58%	0	115	132	147	161
	-5	121	137	152	166
	-10	126	142	157	170
71%	0	116	133	148	162
	-5	122	138	153	167
	-10	127	143	158	171
84%	0	117	134	149	163
	-5	123	139	154	168
	-10	128	144	159	172
97%	0	118	135	150	164/165
	-5	124	140	155	169
	-10	129	145	160	173

*Design Corrected Flow Rate =

0.7049 kg/sec
(1.554 lb/sec)

Simulator Mode
α-Sweeps

*Percent Design Flow Rate	δ[redacted]	Mach 0.4 EPR							0.6		0.9							1.2							1.4						
		[redacted].2	1.5	1.8	2.2	2.6	3.0	3.2	2.6	3.0	1.2	1.5	1.8	2.2	2.6	3.0	3.2	0.47	1.2	1.5	1.8	2.2	2.6	3.2	0.47	1.2	1.5	1.8	2.2	2.6	3.2
38%	[redacted]																	233 243							250 257						
58%	[redacted] -10	[redacted]65 [redacted]80									184 202 217																				
71%	0 -5 -10	266	267	268 281							185 203 218	186 204 220	187 205 221																		
84%	0 -5 -10	269	270	271 282	272	273					188 206 222	189 207 223	190 208 224	191 209 225	192 210 226				236 244	238 245	239 246	240 247	241 248	242 249		251 258	252 259	253 260	254 261	255 262	256
96%	+5 0 -5 -10		 274 283	 275 284	 276 285	 277 286	289 278 290 291 293	 288	 174 175	 178 179 180 182		 193 211 227	 194 212 228	 195 213 229	 196 214 230	 292	 197 215 231														 263
106%	0 -5												198 216	199	200	183	201														

*Design Corrected Flow Rate:

0.7049 kg/sec
(1.554 lb/sec)

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16. Abstract

A wind tunnel model of a supersonic V/STOL fighter configuration has been tested to measure the aerodynamic interaction effects which can result from geometrically close-coupled propulsion system/airframe components. The approach was to configure the model to represent two different test techniques. One was a conventional test technique composed of two test modes. In the Flow-Through mode, absolute configuration aerodynamics are measured, including inlet/airframe interactions. In the Jet-Effects mode, incremental nozzle/airframe interactions are measured. The other test technique is a propulsion simulator approach, where a sub-scale, externally powered engine is mounted in the model. This allows proper measurement of inlet/airframe and nozzle/airframe interactions simultaneously.

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